



# Hongkong Daily Press.

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No. 20,247

號七十四百二第

日二初月四年亥癸

HONGKONG, THURSDAY, MAY 17th, 1923.

號七十月五年二十國民華中

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## TIME TABLE

WEEK DATE		
7.00 a.m.	7.10 a.m.	
7.20 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	" "	" 10
11.30	" "	12.30 " 15
	12.40	Non stop
	12.47	Stopping
	12.57	Non stop
	1.04	Stopping
	1.13	Non stop
	1.20	Stopping
1.30 p.m.	2.20	Every 10
2.30	" 3.20	" 15
3.30	" 7.10	" 10
	7.20	Non stop
	7.27	Stopping
	7.37	Non stop
	7.44	Stopping
	7.54	Non stop
	8.01	Stopping
	8.10	Stopping



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## THE ROYAL WEDDING.

### REMARKABLE SCENES IN THE STREETS.

The following additional details of the Royal Wedding are contained in London cables to Indian papers, a special wire of April 25th stating:—

As carefully pre-planned and rehearsed as any excursion "over the top" Londoners commenced their activities before daybreak this morning, but with the essential difference that the "zero" moment so strictly enforced on all sections in the war was to-day a widely variable quantity. "Zero" for many was "04.00," or even earlier, but for the chief Londoner it was 11.18, when the King, accompanied by the Queen and Prince George, left Buckingham Palace.

The bride's "zero" was 11.12, but all made for the rendezvous, according to plan, for the ceremony at the Abbey at 11.30, while hundreds and thousands, who might be described as the rank-and-file, were up to their stations in the streets and squares along the route long before that hour.

"And from the furthest waris was heard  
The rush of hurrying feet;  
And the broad streams of maids and lads  
Rushed down each roaring street;  
And broader still became the blaze  
And louder still the din,  
As fast upon the Underground  
The hordes came pouring in."

Thus the Duke and his dainty little bride have made a double appeal for the grand sustained welcome which greeted them.

### GROWING CROWDS.

Persistent rain which fell all night and many hours after daybreak damped the bold spirits who ventured out very early and delayed many more; but in the end there was a vast concourse, whose numbers could only be guessed along the whole route. The thickest, naturally, in the neighbourhood of the Abbey, where the principal scene of a gorgeous pageant was enacted. The approach of the Royal bridal parties to the Abbey had been under a grey veil of cloud, but the return to the palace was lit up by brilliant sunshine.

Hundreds gathered in the side streets debouching on to the main road. Unable to see more than waving of flags overhead, they were content nevertheless with the wonderful patience which is the most marked feature of a London crowd to stand and look and listen. The volume of cheering which heralded the coming of the Royal guests, rose like a mighty rushing wind and swelled to a roar of tumultuous acclaim as they passed along towards the Abbey.

The White Rose of York was a pronounced emblem in the buttonholes of the men and the corsage of the women. From shortly before midnight and through out the small hours of the morning women from Yorkshire and the Midlands came and took their position so that, when dawn flushed the sky there was already a crowd along the routes.

The Cenotaph in Whitehall acted as a magnet to many, and on it lay wreaths from Australia freshly deposited the previous day. Tiger lilies and wattle were prominent among the ever present piles of wreaths.

A London crowd never tires of waiting on a romantic occasion, and in their demeanour the spirit of gaiety and laughter was predominant. The waiting throng thrilled with anticipation at the marching to Whitehall of the successive guard-of-honour composed of stalwart grey-coated Guardsmen, blue-uniformed airmen and hard bitten seamen, a foretaste of the pomp and pageantry to follow.

A seemingly interminable procession of motor cars and coaches flashed past, revealing fleeting glimpses of scarlet and gold and blue uniforms, cocked hats, and the brilliant dresses of beautiful women.

### HOMAGE TO THE QUEEN MOTHER.

The strains of the National Anthem bursting out from the Horse Guards Parade where there was an immense crowd, heralded the approach of Queen Alexandra, escorted by a regiment of Guards. It was a warm and affectionate welcome which the Queen-Mother received and to which she graciously responded.

Princess Mary and Viscount Lascelles drove by to the accompaniment of a roar of acclamation. "Has she got baby with her?" excitedly asked some woman in the rear of the crowd—an absurd question but typical of the very human interest which Londoners have in their Princess whom the same crowds affectionately speeded on a similar bridal twelve months ago. Viscount Lascelles, hunched and in the uniform of the Guards, sat apparently revolving many happy memories.

Their Majesties and Prince George followed.

A later message says:—Everything is now in readiness for to-morrow's Royal wedding, which will be the great social event of the year and has attracted widespread interest.

The scene outside the Abbey is most pretty, the scheme of decoration consisting of a labyrinth of blue and white pylons and gold and white standards with splashes of scarlet, green and orange. Many temporary stands have been erected, and it is estimated that a quarter of a million people will have seats along the route and that altogether there will be a million witnesses of the various processions.

Nine thousand police will be employed, whilst the number of troops on duty will be specially large. Lady Elizabeth will carry flowers, but instead of a large bouquet will have simply a posy of white roses intertwined with white leather.

The Queen has chosen to wear a dress of aquamarine blue.

The principal London hotels have taken on a rosy hue, and have made preparations for a West-end joy night. Special menus have been prepared, and dances and festivities will take place amid bowers of roses. It is universally hoped that to-day's fickle weather will give place to sunshine to-morrow.

### IN THE ABBEY.

Writing on April 26th, a London correspondent said: "Scarlet and gold, blue and silver, the gay plumage of the men, completely crushed out even the most striking greens at Westminster to-day. Delicate gowns and soft greens that alone would have taken the average woman's breath-away by the loveliness of their hues and the artistry of their military were (Continued at foot of next column.)

## EMPIRE TRADE.

### BRITISH GOVERNMENT'S POLICY.

The Government intend to grapple with the problem of Empire development in resolute fashion. The Imperial Conference in October is not to be devoted to the passing of pious resolutions, but to the consideration of real business. The President of the Board of Trade on April 10th sketched the programme, which showed that the whole policy of the Government would be to co-operate with the Dominions, not merely for the acceleration of migration schemes, but for the intensive development of inter-Imperial trade and the exploitation in the interests of the whole Empire of its natural resources. Imperial communications and the question of preference and the possibilities of its extension will be considered. Schemes for the development of the Crown Colonies are ready, and there is no need to wait. No legislation is required for this purpose, but there will have to be a vote of the House of Commons to authorize the Secretary of State to make a contribution from the Imperial Government. There was no doubt said Sir Philip Lloyd-Greame, that this would be done this Session. The policy of appointing trade commissioners will be extended, and new commissioners have been appointed in Vancouver and Bombay.

The subject was raised in the House of Commons by Lord Edmonstone, who moved a resolution calling attention to the state of trade with Europe and the Empire, and urging that the House, while fully desirous of promoting the re-establishment of our relations with European countries on the basis of mutual advantage, wished the Government to take immediate steps to bring about the fullest possible expansion of trade within the Empire and the development of the resources of the Empire in close co-operation with the authorities of the Overseas Dominions and Colonies.

Mr. A. Short said that from an economic point of view he welcomed such development as had been outlined, but he would prefer that the bond of Empire and of Imperial unity should be based on foundations less shifty and less doubtful than a purely commercial relationship. The permanency of the Empire could not rest purely on a cash basis or on a profit and loss account.

Mr. Ormsby-Gore said that without waiting for the Imperial Conference the Government would encourage immediate development of the means of communication with the Crown Colonies.

The motion was thereupon negatived without a division.—Times.

scared into insignificance by the shouting colours of the uniforms. Blues faded beside the vivid rillands of the Garter, and here and there a purple gown made a semi-effortful attempt to stand up beside the garb of the soldiers and sailors.

Gradually the kaleidoscope filled up the grey spaces of the Church, its beards of colour trickling slowly across the vision. Then the process was accelerated, the first sign of quickening being the entry of the gorgeous Gentlemen-at-Arms arrayed in scarlet tunics and portentous white plumes. Immediately after this various notable people began to arrive. The politicians, being best known, raised the greatest storms of whispering.

Mr. Lloyd George was closely followed by Mr. Winston Churchill, and a glittering pair they were and sturdy withal. Soon came a striking contrast in the lean, melancholy figure of Mr. Bonar Law, whose gay apparel lent liveliness to his demeanour. Lord Louis Mountbatten and his golden bride were early in their seats, Lady Edwina wearing an attractive confection of heliotrope. An Indian Prince, in a far corner, of the Japanese Ambassador, wreathed in smiles, perambulating down the centre of the Abbey, proclaimed that East and West do sometimes meet.

On the dais for a short while Prince Paul of Serbia, tall and bearded, was a lonely figure till he was joined by the Princess Royal and Princess Maud, whose gowns made a bright splash of purple colour against the grey stone column behind.

Then followed the entry of the great gold processional cross which heralded the Archbishops of Canterbury and York, who, with attendant Bishops and priests, mounted the dais, where, robed in magnificent vestments, they sat in a solemn and impressive row, their venerable countenances deeply graven with years.

A burst of martial music heralded the bearing in of the Royal Standard by a Gentlemen-at-Arms. Followed after a short interval by the entry of the Royal Party, the aged Duke of Connaught leading the way. The front row, including His Imperial Majesty the King-Empress in naval uniform, Queen Mary, Prince George, Queen Alexandra, and the Dowager-Empress of Russia.

Especially gorgeous was the procession of priests in crimson and gold and other elaborate vestments, who came soon after, and then the two boys, for whom all were waiting. England still regards the Prince of Wales and the Duke of York as boys despite the fact that their combined years are approaching sixty. The Prince of Wales wore military scarlet and the Duke of York the blue of his own Service.

It was a pretty sight to see the aged Queen Alexandra turn to give them a special greeting while each Royal youth bent in loving homage over her wrinkled hand.

At last came the bride and her eight, dainty maids, the two youngest bearing her train. Lady Elizabeth looked just a handful of winsomeness, her eyes alight and her cheeks flushed. Small wonder that the Duke turned to cast a lover's look down the aisle as she entered. The bride and her train bearers mounted the steps of the altar, while the other bridesmaids arranged themselves on either side of the aisle at the foot of the steps.

### THE WEDDING BREAKFAST.

His Majesty the King toasted the bridal pair at the wedding breakfast. The bride cut the nine-foot high bridecake with a specially fashioned silver knife, whose handle was formed by the Strathmore "Lyon" and withdrew by a satin ribbon a wedge of cake in which were embedded seven gold charms, including a horseshoe, a thimble, a choppeny piece, a slipper, a goose and a donkey, which she distributed amidst great hilarity.

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Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

The Managing-Director,  
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Yours faithfully,  
GODFREY THOMAS,  
(Private Secretary.)

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**NIKKO.**

28th February, 1923



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## LIFE IN RURAL RUSSIA

FORMER LANDOWNERS' EXPERIENCES.

The following is taken from a letter written by a former Russian landowner, who is now leading the life of a peasant with his father and brother on an allotment forming part of the family estate:—

I would like to describe to you in detail our life and occupations, so as to give you an idea of how so many educated and cultured people live in Russia nowadays.

As you know, when the Revolution came, my father, my three brothers, and I managed to receive the permission of the Government to stay in the country upon our estate (although it is not ours any more). We were given a standard allotment from our former land on condition that we worked it ourselves, and we settled down to the new life.

Of work there was plenty and at first it was hard to give up old habits and tastes and to live like peasants; besides our little piece of land, through our want of skill, refused in the beginning to yield enough to make both ends meet. Gradually, however, we began to get accustomed to the new labour and things began to improve.

Work is distributed in this way. Father is our shepherd. Each morning he takes the little, a copy of Pascal, and a small piece of bread, and goes off with the few cows and sheep we have. He is the sower as well, so that when sowing time comes, one of us has to take his place and mind our little herd. One of my brothers keeps house, attends to the vegetable gardens, of which we have two, milks the cows, and feeds the chickens; another looks after our two horses, and the third and myself do all the rough work in the fields.

This division of labour is observed until the hay harvest, when all of us, except father, have to work from dawn to dark, for we have no hired labourers, and have to rely on ourselves to have all the hay stored away by the harvest time. Then the hardest time begins. At sunrise we are already in the fields, reaping till sunset, with only a few minutes at midday to swallow the bread and milk we bring with us, for nobody has time for lunch. When night comes there is not much rest either, for the peasants let their horses loose, and we have to patrol our fields, in turns, chasing them away. Just before dawn we go home for breakfast, and come back immediately after.

When all the harvest is cleared from the fields, thrashed, and stored, I usually take with me the one thrashing machine we have left, and go to work in villages as a hired labourer. The peasants willingly give me work, and I pass from one village to another till the autumn. During this nomadic life usually stay with my employers, who feed me, and pay me in kind, a percentage upon the grain thrashed. To do the peasants justice, I must say that they always treated me well, gave me plenty to eat, and often even killed a chicken or a rabbit in my honour. During the first summer they also gave me a pair of boots, as I had no footwear of any description.

### DREAMS OF THE PAST.

In autumn, after going home with my hard-earned grain, I can afford a little rest, and am able even to read and study in the evenings. But rest in our kind of life is not to be encouraged. As long as one is absorbed in work the whole day, and is almost dropping with fatigue when bedtime comes, there is no time to think, but in the long autumn evenings, when the family gathers round the little oil lamp, or when one lies awake at night, not tired enough to fall asleep at once, all kinds of thoughts come to torture one. Pictures of the past rise before one's eyes, the military school, the regiment, the war. . . . One involuntarily begins to draw comparisons between the time, not so long ago, when life seemed full of promise and the dreary, hopeless existence of to-day.

Perhaps I am morbid, but it is harder for me than for my brothers, for they were still children, twelve or thirteen years old when the crash came, and they have adapted themselves more easily to the new life. Father and they are quite engrossed in farming, full of schemes about all kinds of improvements and plans so as to increase the productivity of our land. They are happy, and I am glad to see them so, but I am often afraid. Who knows what the future has in store for them and for all of us? And we to be banished alive for the rest of our lives away from civilization, without the companionship of cultured men, always desperately fighting for a mere existence?

I often think how surprised you would be to see us as we are now. Our life has reached the utmost limit of simplicity, but, although this common fate has reduced the peasants and ourselves to the same level, it is only superficial. It is true that all ill-will has long ago disappeared, and no enmity exists between the peasants and the landowners, but we still remain too different, too unlike them to be drawn together.

The peasants' lot is a hard one, too, especially this year, with such a poor harvest. Many of them long for the old state of things, when there always was the landowner to turn to in the hour of need. Now there is nobody near them who could help; so, remembering the past, they beg their landowners to come back, promising to help them in every way, to repair the damaged country houses, and even to provide food for them.—Times.

## EARLY RISING FOR HEALTH

Dr. Saleeby, speaking at the Eustace Miles Restaurant, Chandos-street, on "Modern Sun Worship and its Practice," on April 10th, said sunlight eliminated the need for surgery, medicine, bed, and cod liver oil. "Two English boys have an idea," he said, "that they can't be happy unless they can get up and poke a fire." He condemned the kitchen range as a system for making dirt and chasing it round. Six hundred thousand women got up and cooked their husband's breakfast every morning in London by a range. Tuberculous and rickets, essentially English diseases, were entirely due to lack of light, not to poverty or blood and general ill-health. He suggested that English town-dwellers should rise earlier in the mornings to get the sun, at a time of day that was only a rumour in urban lives.

## PASSWORDS FOR DRINKS.

ELABORATE CEREMONIAL IN NEW YORK.

A "special drinking correspondent" was recently appointed by the New York Herald to investigate the effects of prohibition in the metropolis.

He discovered that New York has become a city of passwords. Without a knowledge of these a drink between meals is impossible; armed with them the business man can shake his thirst in business hours at any one of a score of well-guarded offices.

At dinner time, of course, the problem is simple. You visit a restaurant where you are known to the head waiter and your order is promptly brought in a coffee cup or in a tumbler, according to the degree of caution in vogue at the establishment. Champagne is served in a tall glass beside which is discreetly placed a champagne cork to certify the quality of the glass's contents.

In business hours the correspondent found admittance anywhere depended upon an "Open Sesame." At "Charles," he whispered to the door-keeper. "A friend of Mr. Cuscutt's," and the door opened. A few doors away the ceremonial was more elaborate. The correspondent, after removing his glove from his right hand, held it under his chin like a beard and observed, "It's a rendezvous for good fellows, isn't it?" At another establishment he was admitted when he lifted his hat and said, "I've come to see about a dog." Placing his foot on the rail, the drinking correspondent inquired of the attendant if he would accept Canadian money. The answer was "Sure," and whisky was produced.

### "PRESIDENT GLASS."

In the skyscrapers of the financial district the investigator discovered about 15 places "where it was as good as ever it used to be—real stuff with a genuine Sandy Hook to it." Sandy Hook is the rendezvous of the bootleg smugglers.

A typical experience was had on the 10th floor of a big office building. The correspondent entered a door marked "Merchandise for Export." Inside was a secretary and two typists. The secretary rose, and with a pleasant smile said, "The general is waiting for you in the board room." The visitor went through the board-room door with his gun, and found a dozen men sitting and smoking. One said, "Howdy, general!" and waved them towards a door marked "President-Private," observing, "I think you'll find President Glass inside."

In the farther sanctum were a score of men at little tables and waiters running about with glasses on trays.

## EXPLOSIVES HIDDEN IN RAILWAY TUNNEL

DISCOVERY BY GLASGOW POLICE.

A sensational discovery was made by the Glasgow police on April 9th of a large quantity of explosives in the Balgarny Tunnel on the Caledonian section of the London, Midland, and Scottish Railway, which runs between Bellshag Junction and Kelvinside Station in the western district of the city. One hundred and twelve pounds of gelignite cartridges and twenty-seven yards of fuse were found specially stored away about 150 yards inside the tunnel on the up line from the junction. They had been carefully wrapped up in a piece of cloth and put into a hole scraped out in the middle between the sleepers, and everything had been covered over with asbes.

The hiding-place was a very good one for those who desired to secrete the explosives, but exceptionally dangerous from the point of view of the traffic passing through the tunnel, as the gelignite was within a foot of one of the rails. Had it become crisp as a result of frost, it might easily have been exploded by the vibration of passing trains, while the suction of a train passing through the tunnel might have blown the asbes away and caused part of the enclosed cloth to be drawn on to the rails.

The authorities regard the find as significant, as it was only the previous Friday that a daring raid was made by masked and armed men on an explosives store at Knightswood Brickworks, about two miles from the tunnel, when about 50lb. of gelignite were stolen. The quantity recovered exceeds that stolen from the brickworks, which leads the police to believe that the tunnel was used as a secret explosives store, and that the intention was to smuggle the material over to Ireland.

## WHAT SOCIALISM MEANS.

FORCED LABOUR AS IN RUSSIA.

At a conference of Midlands branches of the British Workers' League, which was formed in 1916, to combat pacifism, Mr. J. H. Seddon, the chairman, said Socialist politics would mean the conscription of Labour and destruction as in Russia.

## HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

May 16th, 1923.

Hongkong and Shanghai Banks	1,030 ra
Union Insurance	235 b.
Douglas Steamships	64 a.
Steamboats	43 s.
China Sugars	228½ a.
Langkats (Combined)	32½ b.
Kowloon Wharves	170 b.
Whampoa Docks	162½ s.
Shanghai Docks	104 a.
Hongkong Lands	298 a.
Hongkong Hotels	50 s.
Humphreys Estates	261 b.
Ewo Cotton Mills	14½ sa.
Cements	27 b.
Hongkong Ropes	41½ b.
China Providents	20 b.
Dairy Farms	25½ b.
China Lights	14½ b.
Hongkong Trams	22½ b.

b—buyers; a—sellers; sa—sales.

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## AHEAD OF THE MAIL.

(FROM INDIAN PAPERS.)

### GOVERNMENT'S HOUSING BILL.

LONDON, April 24th.  
Mr. Neville Chamberlain introduced in the House of Commons to-day, the Government Housing Bill which empowers the Ministry of Health to contribute not more than £5 annually for more than twenty years for each one or two storied house or flat provided by the local authorities, and also to contribute towards the cost of rehousing schemes of local authorities up to half the annual loss on such schemes. The measure is to be retrospective for fifteen months. Mr. Chamberlain pointed out that of £15,000,000 assistance recently provided by State assistance 161,000 were required to meet the normal growth of population, leaving only 54,000 for reduction of shortage. Private enterprise which was again beginning to function had built upwards of 12,000 houses in the past six months and 16,000 more were being erected. Still there remained a considerable margin which it would be impossible for private enterprise to cover. Therefore they had to consider the Government's scheme of houses or initiating a new scheme of State subsidy to tide over the interval until the requisite number of houses could be built without State assistance. Local authorities were satisfied with the proposed subsidy and it was for them to carry out the building programme very speedily.

### GOVERNMENT'S WIRELESS POLICY.

LONDON, April 24th.  
In the House of Commons to-day, Mr. Percy Hurd asked why it was proposed to spend a further large sum of public money on an additional high power wireless station in view of the fact that the Government wireless stations in Leamfield, Cairo, and Norfolk were costing £23,750 per annum, whilst the revenue from them was at the rate of only £16,750 per annum, of which a considerable portion was not commercial revenue but paper credit representing a charge for sending Government messages.

Mr. Stanley Baldwin, in reply, merely referred to the Premier's statement on March 5th. [Note.—On March 5th, in reply to a question in the House of Commons asking for the enunciation of Government's wireless policy Mr. Bonar Law stated that the policy had recently been reviewed by the Imperial Communications Committee under the chairmanship of the First Lord of the Admiralty and its recommendations had been approved by the Government. It was not considered necessary any longer to exclude private enterprise from participation in wireless communication with the Empire. He also stated that at the same time Government had decided that it was necessary in the interest of national security that there should be a wireless station in Britain capable of communicating with the dominions which was wholly owned and operated by the State.]

### TATA INDUSTRIAL BANK.

LONDON, April 26th.  
The annual meeting of the Tata Industrial Bank Ltd., held to-day, proved as stormy as last year. In moving the adoption of the report, Mr. R. D. Tata, Chairman of the Board of Directors, made a speech in the course of which he said that it came as a distinct disappointment to the Board that force of circumstances had prevented their declaring a final dividend. Although the profits from the ordinary banking side had been well maintained, their industrial holding had suffered severe depreciation, particularly losses on sterling bills, and these losses had during the last two years been largely provided for from their earnings. Referring to the general conditions of trade, he remarked that they could not see any real prosperity ahead for India until the markets and the Continent were in position to take their exports. Mr. Tata welcomed the Finance Member's assurance to limit Government borrowing, and was pleased that the method of issue of emergency currency against trade bills was under consideration, and that such currency might be shortly available on a sliding basis from six to eight per cent. He further observed that the liquidation of heavy imports into India had proceeded steadily and there was a healthier outlook in that respect.

Soon after the chairman had concluded his address, tumultuous scene, followed. The extreme section indulged in angry outbursts and declared that the Bank had been arbitrarily managed and huge sums put in unprofitable investment. They defied the chairman's ruling repeatedly shouting "Shame! Shame!" They also expressed dissatisfaction at the past management, but took an optimistic view of the future and favoured curtailment of the powers of the Bank's executive and confinement of business purely to banking. In view of the general feeling among shareholders, Mr. Tata announced, amidst cheers, that the management would not direct any further investment in industrial enterprises. After three hours discussion the report was adopted by an overwhelming majority, the dissentients shouting they would prosecute all the Directors for mismanagement.

### LIFE-SAVING AT SEA.

LONDON, April 30th.  
The report of the Merchant Shipping Advisory Committee, presided over by Sir Norman Hill, on life-saving at sea, suggests that in view of the circumstances of the loss of the *Empress of Ireland*, the *Egypt*, and the *Lusitania* it is impossible to count on the time available to transfer passengers from a sinking ship as more than fifteen minutes and that emergencies may arise in which there will be no time to use all boats actually attached to davits, even if they are already carried and swung out. They Committee suggests that instead of encumbering the decks with a large number of heavy sea-going craft, which may be useless and even dangerous, it would be better for a vessel to carry a supply of light rafts sufficient to support a number of persons for whom accommodation cannot be provided in boats available for immediate launching.

## EARL CARNARVON'S FUNERAL.

LONDON, April 30th.  
Only a few of the closest relatives of Lord Carnarvon were present at his funeral to-day at the top of Beacon Hill in Hampshire, a thousand feet above sea level. The grave was dug in deep chalk. A simple service was held at Highclere Park, after which the coffin was conveyed in a motor. Ascending the gradients, a point was reached near the summit when a motor tractor was necessary in order to complete the journey up the steep slope to the top. At the same time a memorial service was conducted at St. Margaret's Westminster, by the Dean of Westminster. There was a large congregation.

### EMPIRE WIRELESS.

LONDON, May 2nd.  
The Postmaster General has made a statement to the *Morning Post*, in the course of which he denies that the post office is responsible for dilatory action with regard to Empire wireless communication and says that orders have now been placed for masts of 820 feet in height for a super-station which will communicate direct with the Dominions. The power station will be a second to none in the world, and construction work will be proceeded with as quickly as possible. The Government is actively considering Messrs. Marconi Company's proposals for an alternative route in connection with the Cabinet's recent decision, to permit private enterprise to fully participate in Imperial and international wireless work.

Dealing with the criticism that the high power station in Cairo is not paying its own way, the Postmaster-General says that can never be expected as long the station is confined practically to Anglo-Egyptian traffic. It is intended for communication with places beyond Egypt and arrangements will be made shortly to communicate with Mesopotamia, the Sudan and Aden, and it will then prove a very valuable link in communication with the East.

In a leading article the *Post* hails this as a satisfactory statement and stresses the fact that the problem of our Empire is one of communications.

### DOCTRINE OF FORCE.

STRONG ARTICLE BY MUSSOLINI.

ROME, April 2nd.  
Signor Mussolini contributes a remarkable article to the new paper *Gerarchia*. The Fascist leader has no use for Liberalism, which, he says, belongs to the nineteenth century, not to the twentieth.

In Russia and Italy it has been shown that one can govern without it. Communism and Fascism have nothing to do with Liberalism. Liberalism means keeping the Chamber permanently in session, allowing a few men the liberty to overrule all the others, and allowing freedom of action to those avowedly hostile to the State.

Signor Mussolini goes on to exalt the principle of force.

History (he adds) has no example of a Government exclusively based on the will of the people and renouncing the use of force. The will of the people is as shift as the sands on the seashore. No Government has ever made all its people happy. Every Government action produces discontent somewhere. Discontented people are bound to be a source of danger to the State, and they can only be controlled by force. Bob a Government of its own principles, and leave it only moral principles, and it becomes the prey to the first who wants to attack it. A party in power must defend itself against all comers. Liberty is not to-day the chase and severe virgin for whom the generations of the first half of the past century fought and died. For the new generations order, hierarchy, and discipline hold the greatest fascination. Fascism has no qualms in declaring itself anti-Liberal. It has no idols. Fascism has trampled under foot and will again trample upon the decomposed corpse of Liberty. —*Central News.*

### LINER'S STRANGE MISHAP.

STRUCK BY GIGANTIC WAVES.

The White Star liner *Pittsburg*, from Bremen, arrived at Halifax (Nova Scotia), on April 2nd, with her bridge section a mass of wreckage. Early on March 30th two huge, cone-shaped waves suddenly swept over both bows, uniting in a terrific explosion, carrying away the centre bridge and officers' quarters. The third officer, who was on watch, was washed about, and was found hanging head downwards on the bridge ladder unconscious and severely cut. The quarter-master, who was at the wheel, was pushed through a partition into the chartroom, and the deck boy had a similar experience, but both were unhurt. All the bridge apparatus was damaged so badly that it was with great difficulty that the liner was navigated to port. The captain reports that the experience was unexpected. The terrific shock in darkness terrified the 700 passengers, but there was no panic. —*Exchange Telegraph Company.*

### THE STRANDED "KUMSANG."

The Indo-China steamship *Kumsang*, stranded at a point about twenty miles from Cape Botniao, Philippines Islands, is, we understand, in no immediate danger. The *Kowloon* and *Whampoa* Dock Company's tug *Henry Kempick* is alongside the vessel, and pumping operations are succeeding in keeping down the inflow of water. It is impossible, at present, to forecast the possible date of the stranded steamer's successful salvage.

## RUBBER POSITION.

### RIG EXPORTS ALARMS LONDON MARKET.

The *Strait Times* of May 10th says:—  
A London cable message received this morning says "1/15 market collapse; future depends on amount of shipments."

The statement issued by the Imports and Exports Office and printed in to-day's issue shows the following:—

	Centals of 100 lbs.
Total exports of rubber during four months ending April, 1923	2,023,703
Do. same period of 1922	1,023,462
Increase 1923	397,240

The above figures include re-exports of rubber received from Dutch Indies, etc. There has been a very great increase of these:—

	Centals of 100 lbs.
Imports four months ending April, 1923	121,334
Do. same period of 1922	176,577
Increase 1923	247,457

The actual increase of exports of rubber produced in Malaya is 440,250.

Agreeing with gross total increases as above

397,240  
In view of the fact that a number of the large British owned estates in the Dutch Indies are voluntarily adhering to the Stevenson scale, the increase of imports cannot be explained by legitimate business. Put in a terse and familiar form the facts are: That in the four months ending April there has been exported from Malayan ports 17,733 tons more rubber than in the same period of 1922. And we are supposed to be restricting!

One of the leading firms of Rubber Dealers informed our representative this morning that the present panic in the rubber markets of the world has been principally caused by the exceedingly heavy shipments from the East, which have exceeded by a considerable weight the expected shipments under the Restriction Scheme. Speculators in the London market having taken an adverse view of the market have been underselling. This has been followed by further heavy selling in the Singapore market by "sale bulls," and as far as can be seen the prices now ruling are not justified by the situation. The latest cable from London from one of the leading brokers states that the market has been demoralised by speculators selling, but that a lower range of prices is not expected.

### RETURN OF RUSSIAN SHIPS.

SOVIET'S NOTE TO JAPAN.

[ROSTA NEWS AGENCY.]

Moscow, May 2nd.  
Mr. Karahan, Acting People's Commissary for Foreign Affairs, has sent a Note to the Minister of Foreign Affairs of the Japanese Government, concerning the ships taken from Vladivostok by Admiral Stark.

He points out that Russia has informed the Imperial Japanese Government that the Russian ships illegally taken by the Ex-Admiral Stark from Vladivostok, being the property of the Russian people, must be immediately returned to the Russian Soviet Government. At the same time the Japanese Government has warned the Japanese Government that any permission given by it to the Russian ships to stay in the Japanese waters to be purchased or to be sold will be considered by the Russian Government as an action openly violating the interests of the Russian people of workers and peasants. Meanwhile at Genoa, there are still five ships and two cutters transported under the command of Captain of the Second Class Besov, forming part of the Russian flotilla taken from Vladivostok, viz., *Monfaut*, *Eldorado*, *Okhotsk*, the gunboat *Stauchur*, the messenger-boat *Zachitnik* and the cutters *Volosoda* and *Ordinartets*. The non-return of the above is in full contradiction with the numerous declarations of the Imperial Japanese Government regarding its strong desire for a rapprochement and friendly relations with Russia. Mr. Karahan regrets to state that Russia is compelled to apply again on this question and to ask the return of the Russian ships.

By fulfilling this the Imperial Japanese Government would prove the reality of its intention to come to an early agreement with the Russian Government with regard to the resumption of normal, friendly relations with Russia.

### THE VALUE OF GOOD SIGHT.

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested, the Refracting Room of The Hongkong Optical Co., successors to Clark & Co., Refracting and Manufacturing Opticians—the most competent optical establishment in South China—located in 53, Queen's Road Central—is at your service. They have the equipment to test your eyes accurately. Testing the sight and fitting glasses is their specialty.—Adv.

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T. H. MAL, Manager.  
1923

### RUSSO-ASIATIC BANK.

	Roubles.
CAPITAL (FULLY-PAID)	55,000,000
RESERVE FUND	28,960,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT	3,800,000
RESERVE FUND	1,750,000

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## INTERPORT CRICKET.

## SHANGHAI'S BIG FIRST INNINGS SCORE.

HONGKONG "FULL OF BUCK."

The Shanghai-Hongkong Interport Cricket match commenced yesterday at Shanghai. According to a telegram received by Mr. L. S. Greenhill, Hon. Secretary of the Hongkong Cricket Club, the Home Side went in to bat first on a "plumb" wicket. By 5.15 p.m. they had knocked up 167 runs for the loss of two wickets. They have thus made a splendid start.

LATER.

According to two later telegrams received at the Hongkong Cricket Club the Shanghai side compiled 331 all out, the first four wickets making 274. Peck was the only other man to do anything great. He made a useful 42. Leach—a dangerous batsman—went out for three.

Faced with a total of 331 the Hongkong men commenced their first innings yesterday afternoon and when stumps were drawn they had scored 72 runs for the loss of two wickets. T. E. Pearce, first man in went out for five whilst his partner Runjahn scored 21. These two cricketers are considered the premier batsmen of the Hongkong side and their early dismissal is a little disappointing. Sayer and Quick were batting when stumps were drawn, the former having made a useful 33. Quick if he settles down should knock up lots of runs, whilst Owen Hughes and A. E. Wood are good hitters and may do well against the Shanghai bowlers. Evidently the Hongkong men are not perturbed at Shanghai's big score and, according to the latest cable received at the Club, they are still "full of buck."

HONGKONG.

T. E. Pearce	5
A. A. Runjahn	21
G. R. Sayer, not out	33
E. K. Quick, not out	6
Extras	5

Total (for two wickets)..... 72

To Bat:—H. Owen Hughes, A. E. Wood, N. M. Omar, R. H. Wild, F. N. Young, Capt. E. R. S. Dods, and L. J. Davies.

SHANGHAI.

H. Olerdsson	93
A. A. Clayton	29
Capt. Barrett	60
H. E. Muriel	69
J. A. Quayle	0
A. W. Hayward	3
D. W. Leach	3
W. N. Hansell	17
H. W. Allison	0
E. C. B. Peck	42
S. James	2
Extras	10

Total..... 331

Bowling Analysis.

F. N. Young	R.	W.
H. Owen Hughes	33	2
E. K. Quick	92	4
N. M. Omar	74	2

## INTERPORT CONTESTS AT SWATOW.

The Swatow Recreation Club have fixed the following programme for the H.K.C.C. team going to Swatow for Whitewash:—

Saturday, 19th May.—Afternoon, "Soccer"; Interport, evening, billiard Interport and dance.

Sunday, 20th May.—Morning, Tennis Interport; afternoon, Bathing picnic and Interport "Rounders."

Monday, 21st May.—Whole day, Cricket Interport with tiffin at Club, and Swatow R.C. dinner in the evening.

## CHINESE CONSTABLE IN TROUBLE.

## ARRESTED IN CONNECTION WITH HIS WIFE'S DEATH.

A Chinese constable collapsed in front of No. 7 Police Station, yesterday afternoon and later died at the Government Civil Hospital. The woman is alleged to have made a statement to the police that she was assaulted by her husband—a Chinese constable. The man has been detained.

## THE BORDER TROUBLE.

## EVERYTHING QUIET.

Everything was reported quiet yesterday at Shum Chun just over the border of the New Territories. There have been no further incidents and there is no likelihood at present of a resumption of the fighting which occurred on Tuesday afternoon. Refugees continue to trickle across the border in small numbers but no reports are to hand of further looting by the soldiers at Shum Chun.

## CORRESPONDENCE.

## STREET FOOTBALL.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

Sir,—The statement is noted in the interesting Police Court report in the *Daily Press* on May 15th that, to obtain conviction against boys who play football in the streets (in this case, in Statue Square), proof must be given that somebody has been annoyed. May it be placed on record that, so far from suffering annoyance through Chinese lads playing football in Statue Square, one member of the public, at least, finds the sight a pleasurable one. It is a "far, far better thing" than the use of our gallery of sculptured memorials as a parking ground for motor cars, which seems to be its principal present use. (By the way, if these are garage cars—and they have that rather "tired" look—how does it appeal to other garage proprietors, who do not happen to have a public square handy, to see their competitors getting free parking space in this way?) In an appeal for the children, one may pray in aid the minister of Union Church who, a few Sundays ago, in one of his inspiring addresses, dwelt on the "ideal city" in which "the streets of the city shall be full of boys and girls playing in the streets thereof." The Biblical picture needs modifying in these days of rapid locomotion; one would not wish to see children playing on main roads. Traffic in Statue Square, however, is small—an occasional *taipan* being conveyed from the Peak Tram to his office, not, presumably, because he has lost the use of his legs but because it does not consort with his dignity to walk like lesser folk.

To quote Mr. Macdonald again: "One gets the impression that the Chinese child needs to be taught to play... his eyes generally open on the prospect of a very toilsome life which begins at the earliest stage." It is pleasant to notice that the Chinese boy is rapidly developing an interest in football, and succeeding generations may be expected to show, in consequence, an improvement in physique.

In writing on this subject, reference must be made to the lack of public playing grounds in Hongkong. Restricted, as is the City of Victoria to a narrow margin off land at the foot of a precipitous hill, the provision of open spaces is a matter of obvious difficulty. The plan might be followed which prevails in some cities in Canada and the United States of indicating certain by-roads as available for children to play in for a certain period each day. Another practical proposition would be to level that hideous "ornamental" garden in the midst of the overcrowded district near the Chinese Y.M.C.A. and let the children play there. At present a few old folk sit on the seats, but the barren mounds and dirty shrubs prevent massed games and exercises by the children which, I understand, the Y.M.C.A. are willing and anxious to organise.

One might not, perhaps, to comment on the administration of justice, but an expression of approval may be permitted of the commonsense view taken by Mr. R. E. Lindsell.

Let the police concentrate on preventing any misuse of Statue Square by night and leave it to the children by day—Yours, etc.,

Hongkong, May 16th, 1933.

## N.Y.E. EUROPEAN LINE PASSAGE RATES.

Following upon the N.Y.E.'s recent announcement of reduction in passage money from Hongkong to European ports and way ports, the local office of the Nippon Yusen Kaisha are now in receipt of instructions from their Head Office advising reductions also in the surcharges for special cabins as well as extension of special concessions, as below set forth, to come into effect with the sailing of the *s.s. Kamo Maru* from Hongkong for Europe on June 20th next:—

**Single berth.** Cabins:—Surcharges reduced to 10 per cent. all steamers except for single-berthed cabins No. 39 and 41 in *Katori Maru* and *Kashima Maru*, for which cabins the surcharge is 5 per cent.

**Cabin, ex. Suite.**—The surcharges as per Tariff are reduced by one-half fare. For instance, a party of two occupying full suite, paying, altogether, four fares will, under the new arrangement, pay 3 fares.

**Family Reduction.**—The minimum number of full fares to qualify for family rate is lowered as follows:—10 per cent. reduction for 3 fares; 15 per cent. reduction for 4 fares.

**Additional Special Reduction.**—10 per cent. reduction for theatrical party comprising five or more adults. 10 per cent. reduction for athletic party comprising six or more adults.

## KOWLOON RESIDENTS' ASSOCIATION.

Among many items dealt with at the last meeting of the General Committee of the Kowloon Residents' Association the following were finalised, thus:—

## KOWLOON LIGHTING.

Complaint by the Association about the defective lighting of Coronation and Kowloon Roads has brought the interesting announcement from the Government that the question of improving street lighting throughout the whole Peninsula is now receiving the consideration of the Public Works Department.

## IMPROVED FERRY SERVICE.

The Association having emphasized the need of more ferries during the rush hours, the Star Ferry Company has now provided a five-minute service which has greatly relieved the congestion. The Company requested the Committee to point out that slight congestion at the entrance to the Kowloon Wharf and just past the Ticket Office at the Hongkong Wharf during the busy hours is caused through passengers congregating at these places in spite of repeated requests to pass along to the waiting rooms.

**CHINESE FUNERAL NOISES AT HONGKING.**—The Captain Superintendent of Police having written that nothing could be done if the noises were the usual ones inseparable from these ceremonies, and the Committee's discussion having decided that they were, the matter was allowed to drop.

## THE HON. SECRETARY.

Mr. T. A. Martin having tendered his resignation as he is going Home shortly, Mr. C. M. McDonald was appointed Hon. Secretary. The Chairman expressed the Committee's appreciation of Mr. Martin's service. They were sorry he was leaving them.

## SINGAPORE "PIRACY" SCARE PRECAUTIONS AGAINST PILFERAGE ON A BLUE FUNNEL LINER.

The rather sensational story of an intended attempt to pirate the Blue Funnel steamer *Elpenor* on her way from Singapore to Hongkong appeared in a recent issue of the *Strait Times*. According to that port received information that a piracy was intended to be carried out on the vessel on her way to Hongkong. Inspectors boarded the ship to make investigations and though there were 133 passengers bound for China ports, nothing of an incriminating nature was discovered. The *Elpenor* left Singapore on Saturday, the 5th, and arrived at Hongkong last Thursday without anything of unusual interest occurring on the voyage. She left Hongkong for Shanghai on Saturday.

A *Daily Press* representative made enquiries of the Agents, yesterday afternoon, and was informed that the story of an intended piracy was a myth. The Singapore police had information that pilferage on a large scale was planned to take place on the vessel on the voyage up to Hongkong, and they were asked to investigate accordingly. They did so, and nothing happened. It is believed the intended thieves were frightened by the visit of the police.

## LAND VALUERS' SOCIETY FOR SHANGHAI.

## IMPORTANT NEW ORGANIZATION.

In view of the enormous and increasing value of real estate in Shanghai it is interesting to learn, says the *N.Y.C. Daily News*, that an association under the name of the Land Valuers' and Surveyors' Society is in course of formation. Already the list of members, which is probably not yet complete, contains the names of most of the qualified and experienced land valuers practising locally.

The main object of the Society is to promote the general interests of the profession and to safeguard the interests of the public investing in property.

One of the principal benefits to the public will be the publication of a fixed scale of professional charges so that those requiring the services of a land valuer will know the correct fee to be charged before the work is put in hand.

A full list of members together with their respective qualifications will also be published, and this alone should prove to be of considerable value to people interested in the land market, as it will be the endeavour of the society to limit the membership to fully qualified persons.

Any person desirous of being admitted into the society must be proposed and seconded according to a form in which the full name and qualifications of the candidate must be distinctly specified.

The first committee, consists of Messrs. A. E. Algar, G. A. Johnson, R. B. Moorhead, P. Peebles, R. E. Stewardson, G. L. Wilson and N. L. Sparks (Hon. Secretary).

## THE FIGHTING ALONG WEST RIVER.

## KWANGSI TROOPS ENVELOPED AT SHIUHUNG.

The Canton *Daily News* reports that a detachment of constitutionalist troops, consisting of about two thousand men, sent from Sze Wai by land, reached Luk Po, 21 miles above Shiuhung safely on the morning of the 9th. A combined force of Chen Chak's marines first division, and Chau Chi Ching's troops about 2,000 in all have been surrounding Shiuhung since the 5th of May. The enemy have about 3,000 troops inside the city. The Constitutionalists made an attack trying to enter the city on May 11th but failed. The Kwangsi troops fought desperately. The first division lost about fifty men and one officer. The third division of constitutionalists suffered a slight loss. The constitutionalists have been shelling the city for two days. The enemy troops cannot get out. They are surrounded by the constitutionalists and all supplies and communications have been cut off. So it is a matter of time; the enemy will have to either surrender or be starved.

General Ngai Bong Ring, who has become commander-in-chief of the constitutionalist forces operating along the West River left Canton for Shiuhung on Tuesday.

Traffic up the West River is so far safe up to Luk Po.

## S.S. "TAI MING" ATTEMPTING TO REACH WUCHOW.

## H.M.S. "MOTH" AS ESCORT.

The *s.s. Tai Ming*, a Chinese owned vessel manned by British officers and flying the Red Ensign, left Hongkong on Tuesday intent on reaching Wuchow. The last ship to get as far as Wuchow was the *s.s. Ko Chow*, and since her departure on the 22nd of last month no ships have been able to proceed so far up the river. Indeed, long before that date all vessels flying the Chinese flag had stopped running altogether, and the service was kept open by the *Tai Ming* and the *Ko Chow*. These two boats have been running as far as Shuashui, but it is felt that something must be done to get traffic resumed with Wuchow. Trade with the West River ports has been at a complete standstill, in spite of the provision in the Treaties that the river shall be always open to vessels of all nationalities. As affairs hold out no prospect of straightening for some time, it is felt that the trade should be re-opened as early as possible. People in Wuchow are said to be starving for want of the food which Hongkong under normal circumstances supplies, whilst the same observation applies to Shiuhung and Takching.

The *Ko Chow* arrived in Hongkong from Samshui on Tuesday. She had been lying at Samshui for two or three days in the hope of discharging or receiving cargo, and came away without being able to do either. She reports that chaos reigns supreme at the river port. The Yun-nanese are divided among themselves, and continuous fighting is going on. Shops are looted, innocent citizens shot, and women and girls are at the mercy of both sides. All the cargo-junks have been commandeered, so that rice and foodstuffs of all description are rotting on the wharves. When the vessel left the port, she brought with her over 200 refugees, all of the poorer classes. Many could hardly scrape together the dollar needed for the fare.

A Macao gunboat is reported to have attempted the conveyance of rice to this Portuguese religious fraternity at Wuchow, but without success.

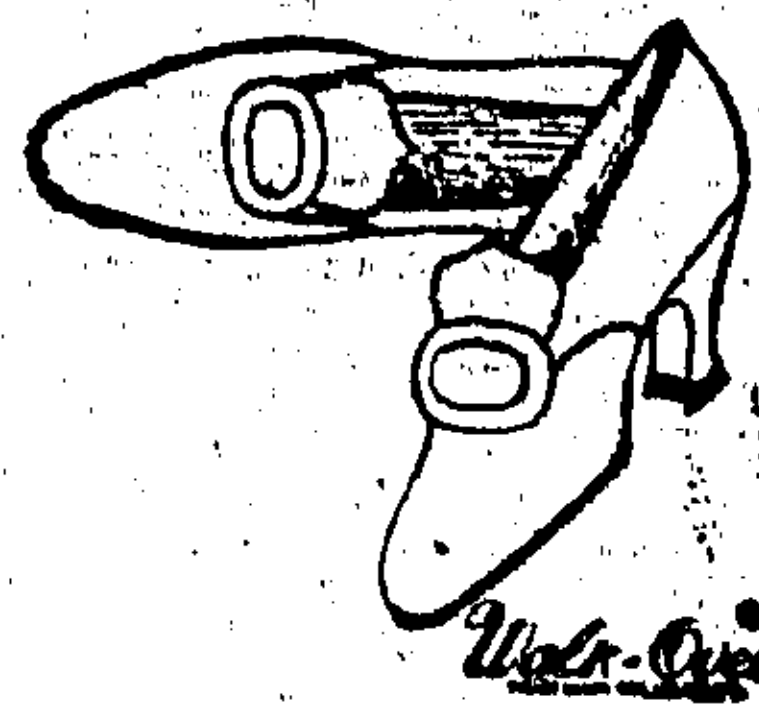
For failing to take proper precautions during blasting operations the Yau Hing Contracting Company was fined \$50, by Mr. Lindsell at the Magistracy, yesterday. Mr. Neville, of the Public Works Department, who prosecuted, said that the defendants were engaged in levelling a building site on which one two-storied house and two bungalows were to be erected. On May 8th at 5 p.m. he visited the place just as blasting operations were going on and he saw two large pieces of stones, eight inches cubic measurement in size, being projected into the air in Stubbs Road. One piece went forty feet into the air and fell on to the roadway; another piece smashed the railing on Craigmin Road. Mr. Neville said the defendant should have erected barricades and covered up the drill holes. He went to the blasting scene immediately afterwards, and found no covering whatever. The defendant blamed his folk and regretted the offence.

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Walk-Over has made a big success by deserving it. They put into their shoes all the things that make shoes good.

If you've never worn Walk-Overs, or if you have never had your feet fitted at a Walk-Over store, you are due to enjoy a new sensation when you feel the poise and foot-freedom in the Walk-Overs that were made for your feet. The Walk-Over that fits your feet is one of 195 lasts and one of 523 patterns.

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## GENTLEMEN'S

## BATHING COSTUMES.

These are in stock in a wide range of colourings in Pure Wool, Wool & Cotton and in Cotton Stockinette A.S.A. Styles.

The Pure Wool have been made especially for us by the

JAEGER CO., LTD.

We invite inspection.



## NEW ADVERTISEMENTS

## BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 21st INSTANT. Hongkong, 16th May, 1933. [848]

## CLUB LUSITANO.

## AYISO.

SÃO por este meio convidamos todos os membros das associações portuguesas e os demais membros da comunidade portuguesa para se reunirem na Sala "Luiz de Camões" do Club Lusitano, na Sexta-feira, 18 do corrente, às 5.30 P.M., a fim de se tratar dum projecto que se acha exposto no vestibulo do mesmo Club. P. A. ROSARIO, Secretario. [850]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 16th May. Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and Noon within the free storage period. No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd May, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 5th June, or they will not be recognised. No Fire Insurance will be effected. BUTLERFIELD & SWIRE, Agents. Hongkong, 16th May, 1933. [847]

## STRUTHERS &amp; BARRY.

## NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via PORTS.

THE Steamship "MURSA"

having arrived from above-mentioned ports, Wednesday, May 16th, 1933. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignee's risk. Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued. All broken, chafed and damaged cargo is to be left in the Godown where it will be examined at 9 A.M., Tuesday, 22nd May, 1933, by Messrs. ANDERSON & ASH, Marine Surveyors.

All Claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the goods have left the godown, and cargo undelivered after 23rd May, 1933, will be subject to rent. No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately. STRUTHERS & BARRY, Agents. U.S.S.B. Emergency Fleet Corp. Hongkong, 16th May, 1933. [849]

PROPOSALS FOR BEEF & MUTTON. Office: DEPARTMENT QUARTERMASTER, PHILIPPINE DEPARTMENT, Manila, P.I. SEALED PROPOSALS, in Triplicate, will be received here until 11.00 A.M., MAY 22nd, 1933, and then opened for furnishing BEEF and MUTTON—Fresh Frozen. Further information on application. [840]

## THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Voeux Road. Telephone No. C. 4306.

BUYERS OF HONGKONG INSURANCE, Canton Insurance, PEAK TRAMWAYS, STAR FIRE, YANGTZE INSURANCE, SELLERS OF COLONIAL DISPENSARIES, HONGKONG REALTIES. [697]

## NOTICE.

WE have been appointed AGENTS for the NEW ZEALAND INSURANCE CO., LTD., in Hongkong and South China, as from the 15th MAY, 1933. We have THIS DAY authorized Mr. CHARLES VERNON MARK to Sign our Name Per Procuration as: Manager of our Insurance Department. HOLYOAK, MASSEY & CO., LTD. [838]

## NOTICE.

WE have just Unpacked the following Well-known BILLAR PILES at Very Reasonable Prices, 10% Discount for Cash. "BARLING'S," "A. DUNHILL" and "LOKWER." Inviting You for an Early Inspection. TABAQUERIA FILIPINA, 33, Queen's Road Central. [837]

## THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA is fixed for SATURDAY, JUNE 2nd, 1933. Draft Programmes and Entry Forms may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries Close Saturday, 19th May, 1933. [834]

## INTIMATIONS

## HONGKONG RADIO SOCIETY.

A MEETING of MEMBERS of the above Society, and others interested, will be held at the VOLUNTEER HEADQUARTERS, on THURSDAY, MAY 17th, at 6.30 P.M., for the purpose of discussing the future of Radio Communication in Hongkong.

The Hon. Mr. A. G. M. FLETCHER, C.M.G., C.B.E., Acting Colonial Secretary, will attend and speak on Government Policy.

All interested in the Subject are cordially invited to be present. D. TOLLAN, Hon. Secretary.

[839]

Hon. Secretary.

PEAK TRAMWAYS COMPANY, LTD. NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HORN, Hongkong, on WEDNESDAY, 22nd MAY, 1933, at 11.00 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1933.

The TRANSFER BOOKS of the Company will be CLOSED from Friday, the 18th May to Thursday, 24th May, 1933, both days inclusive. PEAK TRAMWAYS CO., LTD. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 16th May, 1933. [841]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1933, at Noon, for the purpose of receiving the Report of the Directors and the Statements of Accounts to 31st December, 1932, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 11th May to 25th May, both days inclusive. By Order of the Board, PAUL LAUDER, Acting General Manager. Hongkong, 4th May, 1933. [798]

## BRITISH TRADERS' INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1933, at 12.15 P.M., for the purpose of receiving the Report of the Directors and the Statements of Accounts to 31st December, 1932, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive. By Order of the Board, PAUL LAUDER, Acting General Manager. Hongkong, 4th May, 1933. [799]

## THE CHINA FIRE INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on FRIDAY, 25th MAY, 1933, at 12.20 P.M., for the purpose of receiving the Report of the Directors and the Statements of Accounts to 31st December, 1932, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from 11th May to 25th May, both days inclusive. By Order of the Board, PAUL LAUDER, Acting General Manager. Hongkong, 4th May, 1933. [800]

## PARTICULARS OF VALUABLE LEASEHOLD PROPERTY

No. 13 WING HING STREET, VICTORIA, HONGKONG. To be Sold by Order of the Mortgagee By PUBLIC AUCTION, IN ONE LOT, On THURSDAY, The 14th Day of June, 1933, at 3 o'clock P.M. By Messrs. LAMMEET BROTHERS, At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 3188 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situated in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Voeux Road Central.

Messrs. LAMMEET BROTHERS, Auctioneers. [1297]

## TO LET.

OFFICES in UNION BUILDING—Four Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD. [169]

## TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars. Apply to PERCY SMITH, BETH & FLEMING. [855]

## INTIMATION

## WATSON'S

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of Great Age, matured in well seasoned Sherry Casks.

A. S. WATSON & CO., LTD.

Wine &amp; Spirit Merchants

ESTABLISHED 81 YEARS.

Hongkong Office: 104, Des Voeux Rd., C. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, MAY 17th, 1933.

## THE BANDIT CONTROL OF CHINA.

The bandit outrages are certainly furnishing the world with a truer picture of China than the Chinese Legations abroad are habitually presenting. It must be an amazing revelation to the Governments and peoples of Europe and America to learn from the daily news of the parleying that is going on between the Government and the bandits, that the bandit elements in China are powerful enough to impose on the nominal Government of the country their own terms for the release of the foreign subjects they are holding captive. The arrangements on which the bandits have successfully insisted clearly destroy the value of the "sanctions" which the Diplomatic Corps have decided to impose, because if these large bandit organisations are to be "rolled into the national army," what are the guarantees of protection by such a force really worth? Two brigades of bandits are to be formed, numbering eight thousand is one of the items in to-day's details of the proposed settlement. The Government is required to effectively guarantee to the perpetrators of the outrages that have shocked the civilised world, immunity from punishment, and to receive and recognise them henceforth as preservers of law and order and bulwarks of the State. And while arrangements to this end are being negotiated the Foreign Powers, whose subjects have been kidnapped and are held in captivity by these bandits, are calling for the condign punishment of all officials who, by reason by the State offices they occupied, are deemed to be responsible for the maintenance of law and order in the district in which this amazing outrage occurred. Can the Powers, while insisting on the degradation and punishment of such officials be expected to acquiesce in arrangements guaranteeing that the actual desperadoes shall be exalted into positions of honour and responsibility in the State Military organisation? As everybody knows, there

is no stigma attaching in Chinese eyes to the exaltation of bandits. The great fortunes of some of the most powerful military barons in China to-day were founded upon success originally as bandit chiefs. The whole situation as it is being revealed from day to day in the cables would be Gilbertian if it were not so terribly tragic and deplorable. The bandit outrage in the neighbouring province of Kwangtung, of which we gave very full details yesterday, presents some points of contrast to what is happening in the North, though the published accounts still lack a good deal of information that we should like to have. From the available information it appears that Mr. Rowsen was released after eighteen days of captivity and great hardship, because information was conveyed to the bandits who had travelled with their captive far away from the place where the kidnapping occurred, that the villages in which the bandits presumably had their homes would be wiped out of existence, if the captives were not released unharmed. According to the reports, the captives were brought back by a series of night marches from somewhere near the borders of Kwangsi and sent, under escort of three bandits only, to the neighbourhood in which the outrages occurred, there to be released when contact was made with the soldiers who had been sent to effect the rescue. We are told nothing about payment, from any source whatever, of the large ransom they had originally demanded—though we may well wonder whether the threat already mentioned was alone sufficient to persuade the bandits to retrace their steps by night over so many miles of difficult country in order to make sure that the captives fell into the hands of those who had been sent to rescue them. Nor is there any information as to whether the desperadoes have been overtaken by the punishment they deserve, or, whether, like the bandits of the North, they are to be rewarded by enrolment in the local Government forces. The British Consular authorities are doubtless seeking authoritative information, and it is desirable that an official statement on the subject should be given the widest publicity at the earliest possible moment in view of what is happening in the North.

An intimation that next Monday is Whit Monday is conveyed by the announcement that the Exchange banks will be closed.

The order for the arrest of Mr. Liang Shih-yi issued by the Military Government at Canton several years ago, is now stated to have been cancelled.

We learn from our Canton contemporary that all the railways in Kwangtung, excepting the Canton-Kowloon line are now running normal services.

The Huangao Golf Course at Shanghai has been lengthened from 14 to 18 holes. The formal inauguration of the enlarged course will take place on Sunday.

Amongst the candidates suggested in the Canton press for the post of Commissioner of Finance of Kwangtung is Wong Kwok Shuen, manager of the Sincere Company in Hongkong.

Mr. T. A. Martin having resigned the Hon. Secretaryship of the Kowloon Residents' Association, because he is going Home shortly, Mr. C. M. McDonald has been appointed Hon. Secretary.

The educational group which invited Dr. John Dewey and the Hon. Bertrand Russell to lecture in China, has invited the Indian poet Rabindranath Tagore to come to China this summer for a similar purpose.

A reward of \$20,000 is being offered for the arrest alive of Li Yao-hon, a former civil governor of Kwangtung, or \$10,000 for his body, says the Canton Daily News. Li sided with Shen Hung-ying against the Constitutionalists in the present struggle.

It is reported that in the rich province of Szechuan, almost every small military or bandit official is levying liken of sorts at every barrier. In fact the taxation is becoming so overbearing that the merchants are practically deterred from moving any cargo at all.

The through train service from Kowloon to Canton has been suspended now just a month. There is no likelihood of an immediate resumption of the service, as the line, on the Chinese section, is out in several places. The telegraph lines between Hongkong and Canton are also interrupted.

Mr. Liao Chung-hoi, formerly Minister of Finance of the Military Government, and Commissioner of Finance of Kwangtung, was formally inaugurated Civil Governor of Kwangtung, on Tuesday, at the Government House in the presence of leading military and civil officials of the province.

A blaze which could be seen very distinctly from the harbour occurred shortly after midnight on Wednesday. It appears that a contractor's matched in Copdait Road, near the University, caught fire. The Fire Brigade was called to the scene and the blaze was extinguished inside half an hour. The damage is estimated at \$450.

The second of two recitals by Mr. Mr. Harry Ore's pupils was given in St. John's Cathedral Hall last evening when Miss Maria Margarida Gomes gave a recital of vocal and piano selections. The vocal items were accompanied on the piano by Mr. Harry Ore. Miss Gomes who sang in English, German, Italian and French gave proof of musical and linguistic talent of great promise. The recital was well attended.

A large gathering of friends assembled at Blake Pier to bid *bon voyage* to the retiring Director of Public Works and Mrs. Perkins, who sailed for Home by the P. & O. *Kashgar*. Among them were Capt. Neville, A.D.C. to H.E. the Governor, the Chief Justice and Lady Rees Davies, the Colonial Secretary and Mrs. Fletcher, the Hon. Mr. H. E. Pollock, K.C., the Hon. Mr. P. H. Holyoak, many prominent members of the Civil Service and others.

The members of the Society for Hotel Construction for Indo-China held a general meeting at Saigon recently. The president stated that their work was greatly hindered by officialism and the assembly passed a motion to the effect that urgent representations be made to the head Government in order that the construction of an hotel near the ruins of Angkor, another at Phanthiet and a bungalow at Djiring, be allowed to be put in hand immediately.

Lady Stubbs informs us that, as a result of the two concerts given at Government House in aid of Welfare Work in London, the sum of \$1,750 is in hand after paying all expenses. This will be divided and sent to the following three centres of Welfare Work at home:—The Raymède Infants' Welfare Centre, 240 Ludbrook Grove; The Manchester Road Welfare Centre, North Kensington; The Beauchamp Lodge Emergency Home, Paddington. Lady Stubbs visited these institutions when she was at home, and knows how urgently they all need support.

The Cercle Sportif Français at Shanghai has issued a circular to its members giving particulars of a loan of Tls. 400,000 which it proposes to issue at 7 per cent. The loan will be issued at par and will be redeemed by the operation of a sinking fund in 1943, or at the option of the club in whole or in part after December 31st, 1933. The property and income of the Cercle Sportif Français, including the clubhouse and the ground on which it will stand in Verdun Gardens, are security for the loan. Accompanying the circular giving particulars of the loan is a plan of the proposed new building of the Cercle and an elevation showing a very handsome frontage.

A representative of the Tung Wah Company of contractors was fined \$50 by Mr. Lindsell at the Magistracy, yesterday, for trespassing on Crown land by storing timber thereon without permission. The Public Works Department prosecuted. The defendant Company, is engaged in building the new "Kowloon Hotel," which is now nearing completion. A permit had been granted, to stack certain quantities of timber on Crown land, but as the Company did not fence it in it was withdrawn. The permit was cancelled on March 27th, but up to Tuesday the timber was still stacked there. His Worship made an order for the timber to be removed within seven days.

Paymaster-Lieutenant L. V. Webb, who left yesterday afternoon for England in the *Kashgar*, was asked to meet his messmates in Lieutenant-Commander Bercford's cabin, on board H.M.S. *Tamar*, where he was the recipient of a suitably inscribed ornate silver cigar and cigarette box. The presentation was made by Surgeon-Commander Hunt, who asked Lieut. Webb to accept the gift as a mark of his messmates' appreciation of his never-failing courtesy and of his hard work as Mess Secretary during the past two years. The departing Officer's health was then drunk, and after his response, an adjournment made to the verandah, where a group photograph was taken.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## ANTI-JAPANESE BOYCOTT TROUBLE AT YANGTZE FORTS.

## JAPANESE MARINES LAND AT SHASI.

"A GRAVE SITUATION" JAPANESE RIVER FLEET GOING TO SHASI.

SHANGHAI, May 16th.

The *China Press* publishes a message from Ichang, dated the 14th instant stating that a large number of Chinese were seriously wounded at Shasi when a clash occurred between them and a landing party from a Japanese gunboat. The trouble began when the *Taiyuan Maru* docked at Shasi. A number of Chinese students boarded the vessel in search of Japanese goods consigned to Shasi and Ichang.

The crew resisted the search and gave distress signals, whereupon the Japanese gunboat *Fushimi* was despatched with a landing party, which fired on and routed the students. Subsequently a free fight ensued.

All communications are cut and passengers on incoming ships are unable to land.

The situation is grave. It is understood that the Japanese Fleet at Hankow has been instructed to steam immediately to the scene.

## A PEKING APPOINTMENT.

PEKING, May 16th.

A mandate is being issued to-morrow morning appointing the Vice-Minister of Communications as Acting Minister.

## NO CONFIDENCE VOTE.

PEKING, May 16th.

The House of Representatives passed a vote of no confidence in the Government by 251 to 70, whilst sitting as a committee.

## CHIHLI AND FENGtien.

## NEGOTIATIONS PROCEEDING SATISFACTORILY.

PEKING, May 16th.

Government reports indicate that negotiations which are being conducted at Shanghai between the Chihli and Fengtien delegations are proceeding satisfactorily, and that the Fengtien delegates have agreed not to send troops beyond the Great Wall, also to restore the Peking-Mukden railway rolling stock.

## FURTHER LOAN NEGOTIATIONS.

## BETWEEN CRISP BANKING GROUP AND CHINESE GOVERNMENT.

PEKING, May 16th.

Reuter learns that negotiations have been proceeding between the Government and the Crisp Banking group for a loan of \$20,000,000, to be advanced in two portions.

Half of the first amount of \$10,000,000 will be applied to the repayment of the Pacific Development Corporation, the Chicago Continental Bank, and the Vickers and Marconi loans. The remaining \$5,000,000 is to be utilised for administrative purposes.

Dr. Hoeselt is mentioned as the representative in Peking of the Crisp group.

## HONGKONG MULTAI.

## ANOTHER QUESTION IN HOUSE OF COMMONS.

LONDON, May 16th.

In the House of Commons Mr. Cecil Wilson (Labour) asked for the establishment of an independent enquiry with a view to discovering whether young *mulatta* girls were employed in brothels at Hongkong.

The Hon. W. G. A. Ormsby Gore replied that the law in Hongkong provided against traffic in girls for the purposes of prostitution and no girl under nineteen was allowed to enter brothels. He said he was not aware that there was any evidence to support the demand for an enquiry.



## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]  
HOTSPRINGS DISASTER.

## SCENES OF TERROR IN DEVASTATED TOWN.

New York, May 15th.  
The disaster at Hotsprings was due to a cloudburst in the adjacent mountains, the result of eighteen hours' heavy rain. Streets were flooded, shops and houses smashed and motor-cars were carried away with their occupants. The terror was heightened by nervous cottages catching fire in the centre of the city, mixing huge clouds of smoke with the torrential rain. Flashes of lightning added terror to the scene, and the most fashionable hotel of the town, the Hotel Marquette, was burned down.

Many instances of heroism were recorded, people being dragged from the rushing waters in which the contents of houses and shops were floating. One woman caught in the raging torrent was thrown into a motor-car. Men swam out and rescued her, but only after cutting off her hair which was entangled in the wrecked car.

Railway and telegraph facilities were broken down, but later reports indicate that the fatalities are probably not very heavy.

## OCCUPATION EXPENSE—SECURITY FOR AMERICA'S SHARE.

Paris, May 15th.  
The committee appointed to consider the costs of the armies of occupation has drawn up the final text of the draft agreement with America. The committee orders Germany to pay America in twelve years time a milliard gold marks for the expenses of the American occupation force and gives America absolute priority for such reimbursement, both from cash payments by Germany, and from deliveries in kind.

## SUMMER TIME IN FRANCE. DEPUTIES IN FAVOUR OF RESTORATION.

Paris, May 15th.  
The Chamber of Deputies, by 313 to 240 voted in favour of the restoration of summer-time in France. The decision awaits ratification by the Senate, where strong opposition is anticipated.

## BUILDING TRADE WAGES. ARBITRATORS DECLARE A SLIGHT REDUCTION.

London, May 15th.  
Reduction of the wages of building operatives, varying from a half-penny to a penny per hour have been fixed by the arbitrators in their award. The reduction comes into operation on May 16th. Labourers' wages will be maintained at seventy-five per cent. of craftsmen's wages.

## AMRISTAR NATIONAL BANK. PAYMENT SUSPENDED! LIQUIDATION TO BE ARRANGED.

London, May 15th.  
The Amristar National Bank, an indigenous institution, has suspended payment owing to continuous withdrawals by depositors.

The shareholders are to meet on May 28th to decide the details of liquidation.

## EARLIER CABLES.

## THE RUHR. EXTENSION OF FRENCH OCCUPATION AREA.

Berlin, May 15th.  
A French regiment this morning occupied the Baden saline soda works at Ludwigsbühl. The employees are not allowed to enter the works, which are at a standstill.

Oskora, May 15th.  
The Belgians have occupied the Bourath and Victoria lignite mines. The miners have struck as a protest. The Belgians have also occupied the railway station at Oskora.

Berlin, May 15th.  
The French last night occupied the big dyeworks at Hoechst. The workers have been forbidden to enter the factory, and a state of siege has been proclaimed in the town of Hoechst.

## LATEST CABLES.

## ANGLO-RUSSIAN AFFAIRS. DEBATE IN HOUSE OF COMMONS.

London, May 15th.  
Mr. Lloyd George supported the Government policy, and advised the Government to profit by the opportunity of the conversation, begging them to realise that the present state of the world was too grave to drop matches therein.

Mr. Asquith endorsed Mr. Lloyd George's plea and urged a full discussion with Mr. Krassin in order to seek common understanding.

Mr. C. P. Trevelyan (Labour) said that in view of Mr. P. McNeill's statement in reference to Lord Curzon and Mr. Krassin and the extension of the time limit, the Labour members considered that the first stage of the object of the motion had been attained. They did not propose to go to a division, but if the Government showed later that they still intended to break with Russia, the Labour members would renew their criticisms. The debate was then adjourned.

## PLAYING TO THE GALLERY.

London, May 15th.  
The Russian debate in the House of Commons was continued towards the close by the Communist, Newbold who continually interrupted. He was ordered to withdraw from the House but refused. The motion for his suspension was carried by 300 to 88.

## EARLIER CABLES.

## LABOUR CRITICISES GOVERNMENT POLICY.

London, May 15th.  
Mr. Krassin was seated in the distinguished strangers' gallery to hear the House of Commons debate arising from Mr. Ramsey MacDonald's motion for a reduction of the Foreign Office vote. Mr. MacDonald demanded that Britain accept the Soviet Government as it accepted the Turkish Government, then the accumulation of accusations contained in the British Note, assuming they were accurate, would be disposed of diplomatically, as they arose. He did not deny the British right to protest vigorously if Moscow were fostering a resolution of violence in Britain, India, the East, or elsewhere, but he demanded that the Government produce a textual document. He declared it was useless to imagine that an exchange of heated documents written by a bigoted man on one side to a pompous-minded man on the other would have satisfactory results.

## MR. R. MCNEILL'S SPIRITED DEFENCE.

Mr. Ronald McNeill (Under Secretary of Foreign Affairs) declared that the Soviet reply was entirely unsatisfactory on all points, and warmly denied the alleged lack of friendship with the Russian people. He recalled that the heroic sacrifices of the Russians saved Paris early in the war. We are not proposing to tear up the trade agreement, but to say that it is an assurance as to the absolute trustworthiness of the evidence regarding Soviet propaganda, and declared that in addition to Mr. Davison, who was murdered in 1920, Mrs. Harding had been imprisoned the same year and at least 116 Britons had been wrongfully imprisoned under revolting conditions. Even the reply relating to the 39 travellers was unsatisfactory, because it offered neither compensation nor assurances regarding the future. As regarding the suggestion for a conference the Government was not going to be drawn into negotiations where trumped up counter-claims would again be advanced. Marquis Curzon was willing to meet Mr. Krassin if the latter desired it. Moreover a reasonable extension of the time limit might be granted in order to enable Mr. Krassin to communicate with Moscow, but nothing less than compliance with our demands would satisfy us.

## COUNTY CRICKET.

London, May 15th.  
The match between Hampshire and Surrey was drawn. For Surrey, Shepherd scored 123 and Harrison 155, not out. For Hants, Mead compiled 106, not out.

Yorkshire beat Middlesex by an innings and 229 runs. The Yorkshire player Rhodes knocked out 123. Kilaer in Middlesex's second innings took 6 of their wickets for 14 runs.

Lancashire defeated Leicestershire by an innings and 109. The Lancastrian, Parkin took 13 for 98.

Gloucester beat Essex on the first innings. Glamorgan beat Worcester on the first innings.

Norfolk beat Warwick on the first innings. For Norfolk, C. N. Woolley in their first innings scored 145. For Warwick, Quail in their second innings compiled 121.

Nottingham beat Derby on the first innings. The Nottingham player George Gunn, in the first innings, compiled 250.

Sussex defeated Cambridge on the first innings. Kent beat Oxford on the first innings, the Kent player F. E. Woolley in the second innings knocking up 107.

## BRITISH DAVIS CUP TEAM.

London, May 15th.  
The British Davis Cup team to play against Belgium in the first round at Brussels, from May 20th to June 1st, will be Gilbert, Godfree, Lytton and Mavrogordato.

## LATEST CABLES.

## IRISH DEPORTEES.

## ART O'BRIEN DISCHARGED BUT IMMEDIATELY RE-ARRESTED.

London, May 15th.

During the formal proceedings in the Court of Appeal the Attorney-General, on behalf of the Home Secretary, and in obedience to the writ of *Habeas Corpus*, produced O'Brien, whose discharge was immediately ordered. His application for costs was also granted. O'Brien left the Court surrounded by enthusiastic friends. His freedom was shortlived, for as he was walking along the corridors two detectives re-arrested him, and drove him to Bow Street Police Station.

## EARLIER CABLES.

## PRISONERS TO BE RETURNED TO ENGLAND.

London, May 15th.  
In the House of Commons, questioned with regard to the Irish deportees, Mr. Baldwin announced that the Government would introduce today an Indemnity Bill, which it is hoped will be passed by the night of May 20th. The house would meet again after Whitsun, on May 28th, instead of on the 29th, with that object. Mr. Bridgeman announced that in view of the House of Lords decision, the Government to-day is requesting the Free State Government to return the prisoners to England. He did not doubt that the Free State would comply. The Government would consider the question of criminal proceedings against certain of the internees, but subject to this the internees would be released on their return to England.

## DEFENCE OF THE PACIFIC.

SYDNEY OR SINGAPORE?

Melbourne, May 15th.  
Mr. Bruce, the Premier, is recent with regard to Colonel Repington's suggestion in a London newspaper that the defence of the Pacific could better be managed from Sydney than from Singapore, but remarked that this certainly would be a matter for serious consideration at the Imperial Conference.

## GERMAN REPARATIONS.

## JAPAN REPLIES TO GERMANY'S OFFER.

Paris, May 15th.  
The Japanese reply to the German Note declines to accept the proposals on account of the total sum offered and the methods of payment suggested, also the guarantees offered. The Note states Japan is of opinion that Germany should do what is necessary to facilitate a settlement of the reparations problem.

## END OF SAAR MINERS' STRIKE.

Paris, May 15th.  
A message from Strasbourg states that the Miners' strike in the Saar, which lasted since February 15th, has ended. The men have been granted increases of wages ranging from three to five francs (per day).

## PRICE OF COTTON TO BE FIXED.

London, May 15th.  
A mass meeting of the Federation of Master Cotton Spinners at Manchester agreed to fix a basis selling price of standard counts American yarns from June 1st.

## QUEEN OF HOLLAND TO VISIT ENGLAND.

The Hague, May 15th.  
Queen Wilhelmina intends to visit England this year, travelling incognito, as customary during her annual trip abroad.

## OBITUARY.

## M. DE FREYCINET.

Paris, May 15th.  
The death has occurred of M. De Freycinet, a former Premier.

## AMERICA MORE RELIGIOUS.

Statistics issued recently show that America is growing more religious. During the last statistical year religious bodies gained 1,220,429 members over the preceding year, which is approximately 50 per cent. greater than the average annual growth in the preceding five years. The present membership of all religious bodies in the United States is 41,481,588 persons. There is a total of 314,883 ministers at the head of 243,580 congregations in the country. If one adopts the methods of comparison endorsed by the federal council of the Churches of the United States, America to-day has the following religious composition: Protestant, 78,113,481; Roman Catholic, 18,104,804; Jews, 1,600,000; Latter-day Saints, 604,082; Eastern Orthodox, 456,064. Incidentally the returns show more "free" religious bodies in the United States than in any other country. One explanation is that in pioneer times solitary existence led men of diseased imagination to fancy themselves prophets, and placed others in the mental state to become disciples. One may comment that the frontier is gone, and the gloomy forests, huge rivers, and towering ranges have lost their terrors to moderns, yet now religious fanaticism here by scores every year.—Daily Telegraph.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## THE LINCHENG OUTRAGE.

BANDITS REPUDIATE AGREEMENT.  
The Bandit leader has repudiated the agreement made on May 13th.

## BANDITS SPIES.

Peking, May 15th.  
A semi-official message states that the bandits have sent down four delegates who met the Government envoys at two o'clock yesterday afternoon at the Tang-shing mines.

The bandits also sent spies to see if the troops really had withdrawn. They found this had been done, so they reported they were satisfied.

Government circles are again optimistic with regard to the early release of the captives.

## SETTLEMENT, DELAYED.

Tsaochuang, May 15th.  
The optimism prevailing during the last few days regarding the release of the prisoners has unfortunately proved premature.

A settlement seems as far off as ever. It now seems that the bandits at Lincheng were not independent but were members of a South Shantung organisation.

## CAPTIVES MOVED?

Shanghai, May 15th.  
An official statement issued yesterday says that a tentative understanding to release the prisoners has been arrived at.

It is reported that the bandits have moved on the prisoners ten miles further last night but this is not confirmed.

## ANOTHER CONFERENCE.

Peking, May 15th.  
The Chiao Tungpo announces that the bandits have been asked to send delegates and to appoint a place for a future conference.

The different groups of bandits held a meeting, at which the majority favoured an agreement with the authorities, hence the bandits' delegates will come from the mountains on the 15th inst.

It has been decided that the agreement when made, shall be guaranteed by the Magistrates of Tientsin and Xibien.

The Chiao Tungpo hopes that this will satisfy the bandits, who will release the captives.

## THE BANDITS' LATEST DEMANDS.

Further details of the bandits' latest terms are that all troops must be removed from Paochuku and Suchowfu, but the original garrisons in the villages must keep at their present stations, as a withdrawal might cause robberies and the brigands would be held responsible. Two brigades of Bands must be formed, numbering 8,000. The Shantung Government and the Bandit officials to appoint representatives to discuss and settle terms for the re-enlistment of the Bandits.

A conference to be held at the village of Wuchiahou. A certain number of villagers to be selected by both sides to act as witnesses to any agreement, and Mr. Roy Anderson to act as mediator.

## RELEASE DELAYED AT LEAST THREE DAYS.

As it is impossible to hold a conference before three days, it will be at least four days before the captives are released. Last night Dr. Mertens and Father Lanier returned from the bandits' camp. The former stated that they were not allowed to see the prisoners. Supplies were sent yesterday but no messages were sent out.

## CHINESE OFFICIALS TO BE HELD AS HOSTAGES.

Peking, May 15th.  
Wu Yu Lin (Minister of Communication) has sent an urgent wire to the Government, stating that foreigners at Lincheng and Tsaochuang are pressing for the release of the captives. The bandits are making more demands, and it is necessary for Wu Yu Lin and General Yang I Teh (head of Chihli Police Force), to go to the brigand stronghold and offer themselves as guarantors, in order to obtain the release of the foreigners.

The Government has granted the request and Wu Yu Lin and Yang I Teh are accordingly proceeding to the brigands' camp.

## REMOVAL OF THE CAPTIVES.

Shanghai, May 15th.  
Semi-official messages received from Peking state that the captives have been moved from Paotzuku to a spot ten miles further away.

## [BY COURTESY OF THE "DAILY BULLETIN."] MISSION'S INDEFINITE RESULT.

Tsaochuang, May 15th.  
Last night's mission to the hills with the bandits returned, but, unfortunately, with no definite result.

The demands of the bandits are that the troops be immediately withdrawn, some responsible foreigner to pledge his word that the bandits will not be molested after the captives are released, and that the bandits be readmitted to the army.

Apparently, the bandits have not forgotten the lesson learned a few months ago, when they released some Chinese on the assurance that they would be guaranteed safety. Within two months about 40 heads of bandits were hanging in the vicinity of Lincheng.

The bandits possess an admirable system of communication, and receive ample warning of any persons approaching.

When Mr. Henley and Mr. Roy Anderson returned after the former had been released on parole, they were met by bandits mounted on ponies.

The chief of the bandits is a young man of about 24 years of age. He has four sub-chiefs, all well-educated, and the leader is a member of a powerful political family in the province.

Dr. Mertens has also returned from the camp. He reports all well, and that Mr. Museo is improving.

Dr. Mertens, who had permission to visit all the camps, states that the water supply is plentiful and pure.

A letter from Mr. Solomon, one of the captives, says that yesterday he received foreign food for the first time since his capture, and that the doctor who has arrived has been a great help.

For the first 12 hours after leaving the train he had no shoes or socks, and only a pair of pants. Later he secured a pair of slippers and Chinese clothing.

"We are as well as can be expected, and we are being treated as personal guests of the chief, who is a fine fellow."

Another letter from Mr. Solomon says: "Our camp was much stricter than the others, and till to-day was anything but pleasant. There was too little food, and we slept in a stable, with a cow, and we were eaten up by vermin. Later we were allowed to visit the others, and to wash our clothes and take a bath, although under guard."

## WU YU LIN AT TSAOCHUAN.

Peking, May 15th.  
The Chiao Tungpo announces that Wu Yu Lin arrived at Tsaochuang on the 14th inst., and interviewed Tien Chun Yu and General Ho, who informed him of the result of the two days' negotiations.

## CHINESE LOOTING TONGSHAN.

Tientsin, May 15th.

A message from Tongshan states that the traffic manager of the Peking-Mukden Railway called up the Commander of the American troops at midnight of the 12th inst., reporting that Chinese troops were looting the city, and that he feared the safety of the railway property.

The American troops immediately manned the compound and sent out a small detachment to investigate, but finding the Chinese were merely looting in the railway yard the detachment was recalled.

It has transpired that about 30 Chinese attempted to rob a native bank, but that the police frustrated the attempt.

Firing lasted about an hour, the police using all their ammunition.

## PEKING BUILDING COLLAPSES.

Peking, May 15th.  
Last evening, a two-story building, occupied by Galati's tobacco store, collapsed, presumably due to adjoining building operations disturbing the foundations.

Four men, including one foreigner, were buried in the debris, one Chinese being fatally injured.

The French Legation guards, who were promptly on the scene, worked vigorously for three hours before the last man was dug out still alive.

## MOTOR-CAR ACCIDENT AT OSAKA.

## FILIPINO ATHLETES INJURED.

Osaka, May 15th.  
An automobile occupied by some Filipino athletes, who had only arrived in Osaka to-day, met with an accident in front of the Ichloka Girls' School.

Two Filipino champions were injured, one seriously.

The two Filipinos who were hurt in the motor-car accident are baseball players named Ylanan and Montalbo, but their injuries are slight.

## "DIVINE TOBACCO."

[BY SIR RAY LANKESTER.]

This interesting article is part of an essay on tobacco which is included in Sir Ray Lankester's new book, "Great and Small Things" (Methuen, 7s. 6d.).

A curious mistake, almost universally made, is that of supposing that the oily juice which forms in a pipe when tobacco is "smoked" in it, or at the narrow end of a cigar when it is consumed by "smoking," is "nicotine," the chief nerve-poison of tobacco. As a matter of fact, this juice, though it contains injurious substances, contains little or no "nicotine." Nicotine is a colourless volatile liquid, which is vaporized and carried along with the smoke, it is not deposited in the pipe or cigar-end except in very small quantity. It is not deposited in the pipe or cigar, it is the chief agent by which tobacco acts on the nervous system, and through that on the heart—the agent whose effects are sought and enjoyed by the lover of tobacco. A single drop of pure nicotine will kill a dog. Nicotine has no aroma, and has nothing to do with the flavour of tobacco, which is due to very minute quantities of special volatile bodies similar to those which give a scent to hay.

One of the most curious questions in regard to the history of tobacco is that as to whether its use originated independently in Asia or was introduced there by Europeans.

Incredibly as it seems, the investigations of the Swiss botanist, De Candolle (see his delightful "History of Cultivated Plants"—a wonderful volume, published for us, in the International Scientific Series), and of Colonel Sir David Prain, formerly in India, and lately Director of Kew, have rendered it quite certain that the Orientals owe tobacco and the habit of smoking entirely to the Europeans, who brought it from America as early as 1492. In the year 1492 Jean Nicot, the French Ambassador, saw the plant in Portugal, and sent seeds to France to Catherine de' Medici. It was named Nicotiana in his honour. But the introduction into Europe of the practice of smoking is chiefly due to the English.

The reason why the English had most to do with the introduction of smoking is that the inhabitants of South America did not smoke pipes, but chewed the tobacco, or took it as snuff, and less frequently smoked it as a cigar. From the Isthmus of Panama as far as Canada and California, on the other hand, the custom of smoking pipes was universal. Wonderful carved pipes of great variety were found in use by the natives of these regions, and were also dug up in very ancient burial grounds. Hence the English colonists of Virginia were the first to introduce pipe smoking to Europe.

The definite proof of the fact that tobacco was in this way introduced from Europe to the Oriental nations is, that Asiatics have no word for it excepting a corruption of the original American name tobacco, or tannuho; it is certain that it is not mentioned in Chinese writings nor represented in their pottery before the year 1650. In the next place, it appears that careful examination of old herbaries, and of the records of early travellers who knew plants well and recorded all they saw, proves that no species of tobacco is a native of Asia. There are fifty species of tobacco, but all are America's excepting the Nicotiana suaveolens, which is a native of the Australian continent, and the Nicotiana glauca, which is a native of the Isle of Pines, near New Caledonia.

The Oriental hookah suggests a history anterior to the use of tobacco, but nothing is known of it. The word signifies a coconut-shell, and is applied to the jar (sometimes actually a coconut) containing perfumed water, through which smoke from a pipe, fixed so as to dip into the water, is drawn by a long tube with mouth-piece. It seems possible that this apparatus was in use for inhaling perfume by means of bubbles of air drawn through rose-water or such introduced scent, and that the tobacco-pipe and the perfume jar were then combined. But travellers before the year 1600 do not mention the existence of the hookah in Persia or in India, though as soon as tobacco came into use this apparatus is described by Floris in 1614, and by Olearius, in 1633, and by all subsequent travellers.

The conclusion to which careful inquiry has led is that though various Asiatic races have appreciated the smoke of various herbs and enjoyed inhaling it from time immemorial, yet there was no definite "smoking" in earlier times.

## RESTORING THE WAR AREA.

## TREMENDOUS AMOUNT OF WORK DONE IN FRANCE.

A Reuter's message from Paris states that a pamphlet, entitled "France at work to Repair her War Damages," published by the Ministry of the Devastated Regions, shows that at the end of the war 741,923 houses had been either totally destroyed or badly damaged.

At the end of January, 1921, some 578,834 houses had been rebuilt or repaired. One year later this number had increased to 355,470, and on January 1st, 1923, just 652,977 had been rebuilt and rendered habitable.

The work of rendering the war-torn ground fertile once more is being courageously carried forward.

When the Armistice was concluded 3,206,250 hectares (about 2,050,000 acres) of ground (including 1,923,470 hectares of what were once ploughed fields) were judged to be incapable of cultivation. Now, however, 1,694,200 hectares are once more under cultivation.

To arrive at this result it was necessary to fill in 280,102,300 cubic metres of trenches, clear away 287,200,815 square metres of barbed wire and destroy 1,035,200 shells which had been either abandoned or buried in the ground.

More than half the live stock which existed in the devastated regions before the war has been replaced.

From an industrial point of view, the progress made has been excellent. Of 28,900 factories which were destroyed or badly damaged 19,967 had been reconstructed at the beginning of the year.



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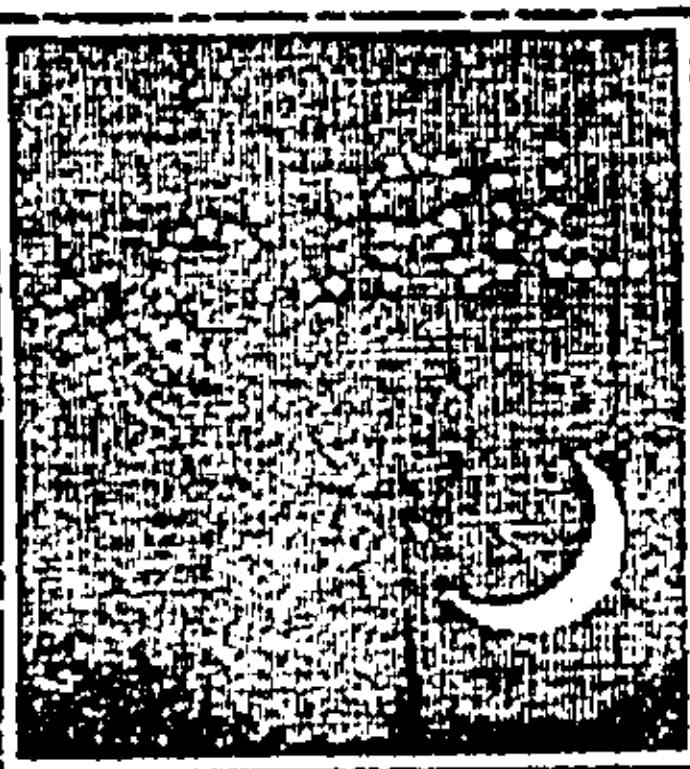


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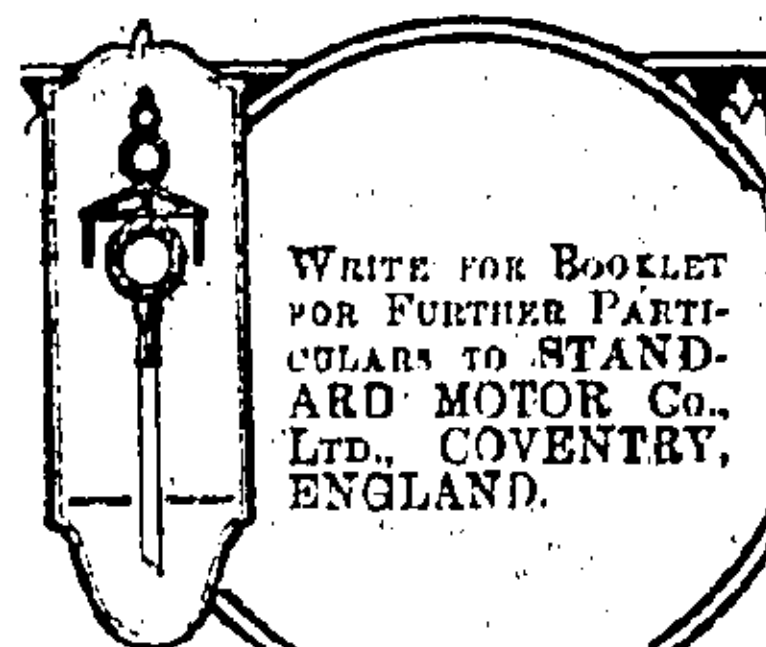


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## MARRIAGE BY A TRICK.

HOW GIRL'S DECLARATION WAS OBTAINED.

Judgments were given by Lord Ashmore in the Edinburgh Court of Session last month in a marriage case with unusual features. The plaintiff, a Glasgow girl, asked the Court to declare that she was free of any marriage with the defendant, and that the latter ought to be put to silence.

Lord Ashmore said that in 1914 the plaintiff on leaving school at the age of fourteen became a clerk in a Glasgow firm's counting house, of which the defendant was in charge. The defendant, who was more than double her age, was a widower with one child. About a year later the defendant spoke to her as to his desire to get a housekeeper, and suggested she might fill the position. A little later he suggested she might marry him. She took neither of these suggestions seriously.

In 1916 the defendant called at her home, and asked her father's permission to pay his addresses to the plaintiff. Permission was refused, and the defendant was told he must meantime refrain from paying attention to the plaintiff. The defendant, nevertheless, continued his attentions. He offered her a ring, which she declined. Then he proposed she should elope with him, but she refused.

In June 1916, the defendant handed the plaintiff a scroll in his handwriting, and without explanation he instructed her to copy out and sign what he had written. She obeyed, and returned the scroll and copy to the defendant. The writing copied was a formal declaration by her that of her own free will she thereby accepted him as her true and lawful husband. She never saw that declaration again until it was shown to her in the witness-box.

The defendant, after receiving it, proceeded without her knowledge to append and sign a declaration by himself that he accepted her as his true and lawful wife. He then got two fellow-employees to sign the document as witnesses to the signatures of the plaintiff and himself.

Meanwhile the plaintiff knew nothing of what he was doing with the document; in point of fact neither of the witnesses had seen plaintiff write or sign the declaration. A few days later the defendant told the plaintiff that the declaration which she had signed had made her his wife. She protested, but he produced a lawbook and read out passages as to marriage by mutual consent being valid.

That alarmed the plaintiff; indeed she felt too frightened even to tell her parents about the matter. Shortly afterwards, however, her father was otherwise made aware of the document, and requested the defendant to deliver it up. The defendant wrote that he had burned it, but later handed it over as a result of a communication from a solicitor. Nothing whatever had followed on the document in the plaintiff's mind, and she intended to give it up either by the plaintiff or the defendant as evidencing or constituting a bona-fide marriage. All the circumstances pointed the other way.

The plaintiff continued to live with her parents, and was wholly supported by them. She and the defendant had never even spoken to each other once since he left the employment of the firm at the end of June 1916. In 1921 the defendant wrote to the plaintiff asking that the document should be destroyed. In view of the defendant's conduct the plaintiff was advised that her proper course was to obtain a judicial declaration of the kind now sought. Having regard to the whole circumstances the Judge came to the conclusion that the plaintiff had made out her case. It is accordingly granted her the declaration sought, with costs.

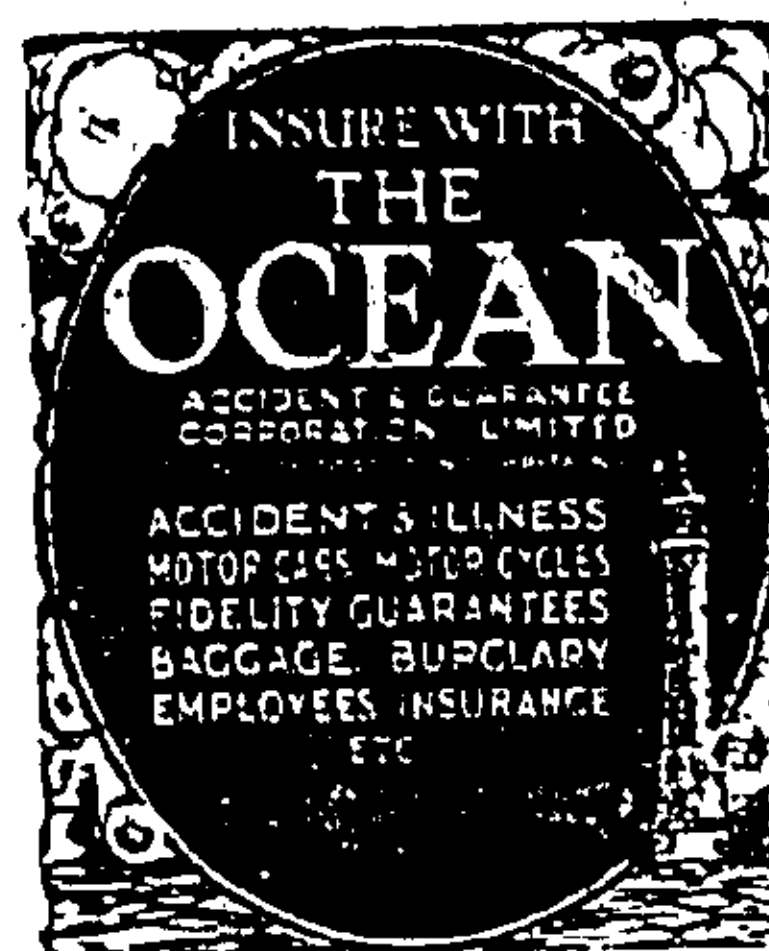
## THE DANCING RECORD.

The sympathy of the world should not be refused to Miss Alma Cummings, of Texas. Many and various are human ambitions. Some of us live and die for the figures that stand against our names in the archives of golf. Some have sought the bubble reputation by swimming the Channel. There are those who dive from bridges, and others who acquire merit by wriggling out of handcuffs. Men will go to see him who has forty days and forty nights, and other men back themselves to drink more beer in the day than any rival. The weary world has seen competitions in the opening of oysters and the eating of eggs. Nothing which the human frame can endure is too tedious or too idiotic to make champions and records. Into the mind of Miss Cummings came the horrible desire to dance longer than any creature has ever danced before. Many maidens in moments of exaltation have been known to say that on such a floor or with such a partner they could dance for ever. But hitherto men have been content to take their word for it, recognising that what is said at a dance must not be too readily tested. Miss Alma Cummings meant business, and she has just stopped dancing after twenty-seven consecutive hours' exertion. In the fairy tales it is a punishment for wicked step-sisters to go dancing till they die of it. Miss Cummings showed no inclination to die. She would have gone on longer if she had not worn out her shoes and stockings and all her partners. But what restrained her from concluding with a pas seul barefoot we are not informed. The omission makes us fear that her claim to a world's record will be contested by the order of Dancing Derivatives. What royal and ancient club, what international board, lays down the conditions for long-distance dancing we have not discovered. Of more general human interest than the claim to the record is Miss Cummings's psychology. The whirlings of the Derivatives are inspired by religious emotion, and the founder of their order was a mystical poet. The recorded sayings of Miss Cummings have no element of mysticism. She was brought up in a convent and has been a church worker, but she does not ascribe her dancing impulse to that influence. We should, perhaps, trace it to the fever for renown, as in the parallel case of the long-distance pianist who not long ago was playing day in day out in our own country. It is unfortunate that a single has not been arranged between him and Miss Cummings. We doubt whether even the experts in such affairs could predict whether the victory would go to flying fingers or to nimble toes, but there would at least be some prospect that having witnessed such a mighty conflict, all future aspirants would be convinced of the futility of any further attempts in the same direction. Even a dead heat would be welcome if it brought such a result in its train—Daily Telegraph.

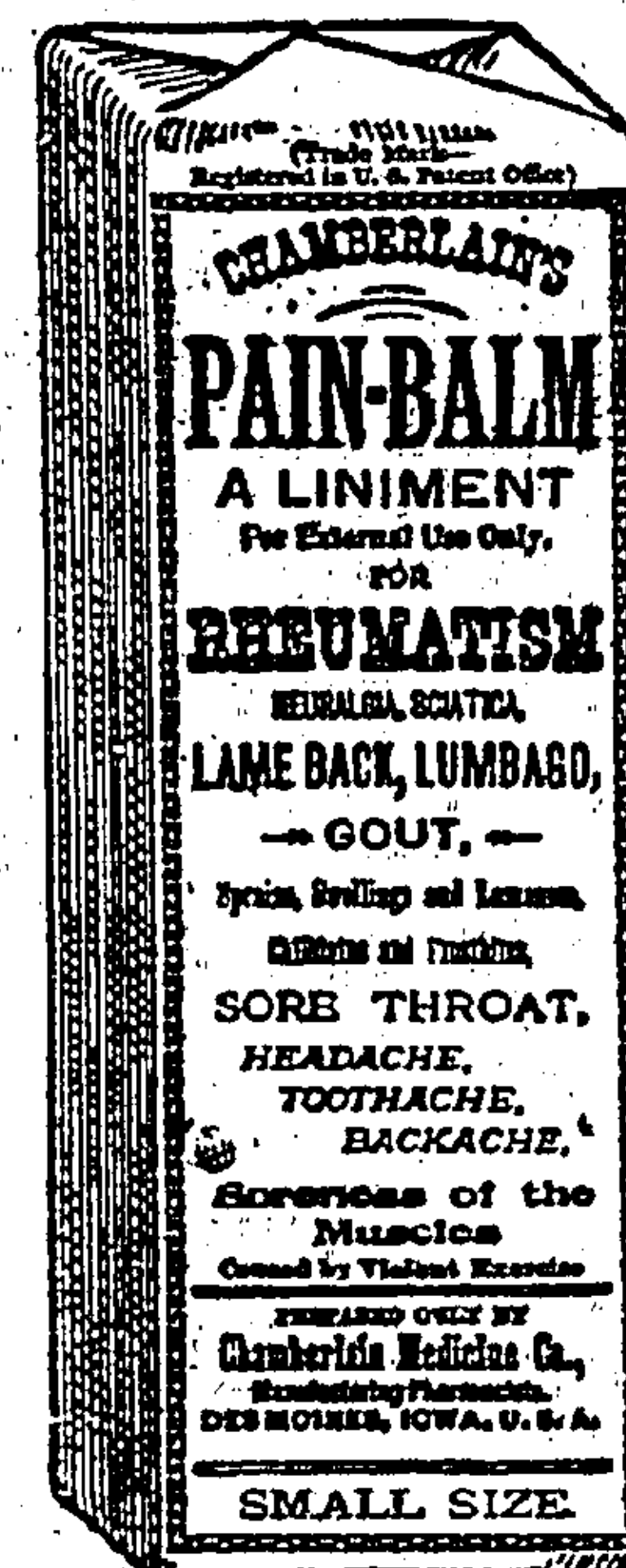


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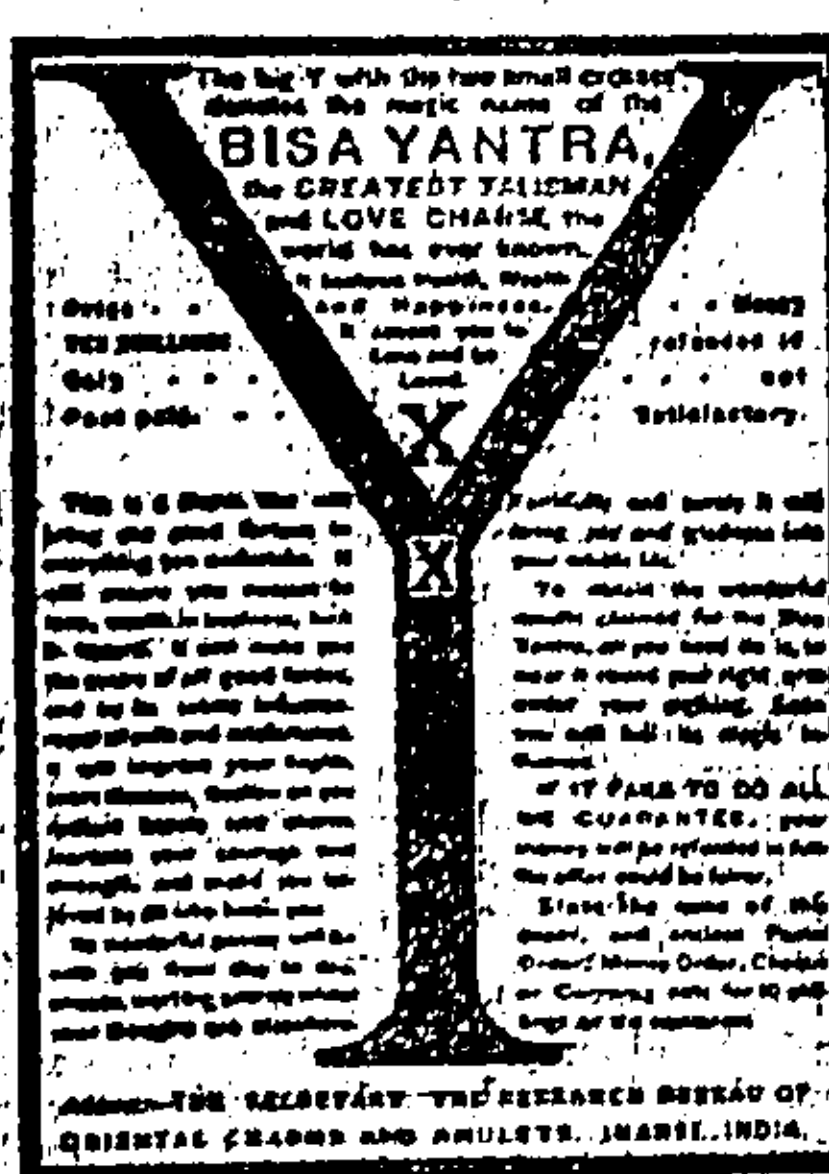


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Shastri & Co., Mesmerism Institution, Ougla, write: "The M. Ring, that you sent, is working on very well. By that we are able to make prophecies, and get always correct and exact answers."

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The shipbuilding returns of Lloyd's Register for the past quarter show, for the first time since March, 1931, an increase, as compared with the previous quarter, in the tonnage under construction in Great Britain and Ireland. The tonnage being built at the end of March was 1,492,138 tons, and executed by about 23,000 tons the figures given in December last. The total tonnage included in the last quarter, which includes 181,000 tons on which work has been suspended for some time. Deducting this amount in order to enable a comparison to be made with figures for normal times, the tonnage actually under construction in Great Britain and Ireland amounted to 1,311,000 tons. The average tonnage under construction during the twelve months immediately preceding the quarter ended December 31st, 1930, was 1,200,000 tons—1,270,000 tons more than the present figures. As compared with the figures for the quarter ended December 31st last, there has been a decrease in the tonnage launched, but a considerable increase in the tonnage on which work was started in Great Britain and Ireland during the past quarter, the tonnage of vessels launched being 1,000,000 tons less than in the quarter in which work was started 123,010 tons more.

The total merchant tonnage building in other countries is 1,367,934 tons, but this includes about 146,000 tons upon which work has been suspended, leaving about 1,220,000 tons actually under construction. The latter figure is less by 50,000 tons than that being built at the end of December last. The figures for the building in other countries are—Germany and Danzig, 343,872 tons; France, 209,581 tons; Italy, 185,001 tons; United States, 173,768 tons; Holland, 131,321 tons; and Japan, 83,357 tons. The figures for Germany alone are 334,427 tons. Germany, therefore, ranks, judged by the tonnage under construction, as the world's second largest shipyard.

The total tonnage of vessels launched in the world during the quarter under review amounted to 412,522 tons, of which 238,371 tons were launched in Great Britain and Ireland, 70,462 tons in Germany and Danzig, 53,212 tons in the United States, and 90,477 tons in other countries. The tonnage on which work was started in the world during the same period amounted to 630,621 tons, of which 300,000 tons was launched in Great Britain and Ireland. These totals, however, do not include vessels commenced in Germany during the quarter, such information not being yet available.

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## SHIPPING NEWS

## ARRIVALS

May 15th.  
*Martique*, Danish str., 283 tons, Capt. R. Jensen, from Bangkok, with a general cargo.—E. Asiatic Co.  
*Phenax*, British str., 1,751 tons, Capt. G. L. Scott, from Singapore, with a general cargo.—B. & S.  
*Sunetra*, Swedish str., 2,093 tons, Capt. J. M. Rensstrom, from Singapore, with a general cargo.—Swedish Trading Co.  
*Waga Maru*, Japanese str., 2,222 tons, Capt. H. Ishida, from Chiuwangtan, with coal.—Doddwell & Co.  
*Glennloch*, British str., 1,424 tons, Capt. J. McKellar, from Singapore, with a general cargo.—Scott & Son Hong Kong.  
May 16th.  
*Amaki Maru*, Japanese str., 2,356 tons, Capt. K. Fukue, from Swatow, with a general cargo.—O.S.K.  
*Cadastre*, American str., 1,621 tons, Capt. A. Anderson, from Saigon, with rice.—Admiral Oriental Line.  
*Fukui Maru*, Japanese str., from Canton.  
*Glennloch*, British str., 3,880 tons, Capt. O. O. Simpson, from Wosung, with a general cargo.—J.M. & Co.  
*Hai Hong*, British str., 1,270 tons, Capt. W. C. Fasson, from Foochow and Hong Kong, with a general cargo.—D. L. & Co.  
*Itigori Maru*, Japanese str., 1,250 tons, Capt. G. Huda, from Keelung, with coal.—Y.K.K.  
*Hydrangea*, British str., 561 tons, Capt. W. J. Collum, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.  
*Tyo Maru*, Japanese str., 3,677 tons, Capt. T. Horinichi, from Seattle and Shanghai, with a general cargo.—N.Y.K.  
*Kwongchow*, British str., 1,572 tons, Capt. C. Phinkett, from Bangkok and Swatow, with a general cargo.—B. & S.  
*Princess*, Norwegian str., from Canton.  
*Ranapundji*, Dutch str., 1,501 tons, Capt. V. de Kock, from Sabang and Bangkok, with rice.—J.C.L.  
*Sui Yang*, British str., from Canton.  
*Taita Maru*, Japanese str., 1,135 tons, Capt. T. Honjo, from Shanghai, with a general cargo.—N.Y.K.  
*Enfer Maru*, Japanese str., 992 tons, Capt. R. Yoshida, from Sarawak, with timber.—Sato & Co.

## CLEARANCES

May 15th.  
*Chifun*, for K. C. Wan.  
*Ethan Allen*, for Hailo.  
*Kayong*, for Amoy.  
*Kwong Sang*, for Canton.  
*Taiwan*, for Shanghai.  
*West Coast*, for Yokohama.  
May 16th.  
*Cheng Yue*, for Canton.  
*Genda Maru*, for Shanghai.  
*Glennloch*, for Singapore.  
*Hai Hong*, for Amoy.  
*Hiro Maru*, for Canton.  
*Mitani Maru*, for Canton.  
*New Jathide*, for Haiphong.  
*Phenax*, for Shanghai.  
*Princess*, for Bangkok.  
*Sui Yang*, for Swatow.  
*Sunetra*, for Shanghai.  
*Taita Maru*, for Canton.

## PASSENGERS

DEPARTURES.  
 Per P. & O. S.S. *Rushgar*, on May 16th.—Mrs. C. S. Speyer, Masters, M. and B. Speyer, Miss K. Speyer, Mrs. P. E. Cudman, Mr. and Mrs. A. J. Welch, Mr. and Mrs. J. Mellich, Mr. James Scott, Mrs. Cull, Master J. F. Scott, Mr. A. P. Goldman, Mrs. D. Goldman, Hon. Mr. T. L. Perkins and Mrs. Perkins, Mr. G. H. Callaghan, Mr. W. Bickford, Mrs. G. S. Harvey, Mr. C. M. Campbell, Mr. and Mrs. Langan, Mr. J. J. Panley, Mr. and Mrs. C. F. Alexander, Mr. S. Johnson, Mr. W. T. Janner, Mr. and Mrs. J. Lee, Mr. A. H. Blackman, Miss E. Poulson, Mr. and Mrs. W. Sparks, Mr. W. H. Howe, Mrs. T. E. Watts, Mrs. G. McCall Smith, Mrs. R. F. S. Dutton, Mr. and Mrs. R. B. Atwell, Mr. George Bouac, Miss Atwell, Mr. and Mrs. B. Bend, Lt. Comdr. G. S. Harvey, R.N., Lt. Comdr. J. Harrison, R.N., Mr. T. Adair, Mr. J. A. McKeechie, Mrs. A. Wheeler, Mr. de Meyer, Mr. and Mrs. G. R. Ashford, Mr. and Mrs. G. H. Inwood, Mr. J. Reay, Mr. and Mrs. H. D. White, Miss White, Mr. and Mrs. H. Kennett, Mrs. W. Bickford, Master B. Bickford, Mr. A. Macmillan, Mrs. H. H. Fox, Mr. W. Downing, Lt. L. V. Webb, R.N., Mr. and Mrs. J. Scott, Mrs. F. M. Scott, Mrs. L. A. Thomas, Mrs. Kerr, Mr. J. A. Tarrant, Mr. C. S. Speyer, Mr. P. T. Filler, Mr. D. L. Hutchinson, Mr. C. G. Gordon, Mr. A. S. Henderson, Mr. and Mrs. W. P. Smith, Miss Smith, Mr. J. Watt, Master White, and Mr. J. Murphy.

## SHIPPING MOVEMENTS

The R.M.S. *Empress of Canada* arrived at Kobe on May 15th at 7.30 a.m., left at 9 p.m., and is due at Shanghai on May 18th at 1 p.m.  
 The s.s. *Eurylochus* (Blue Funnel) for Boston and New York, left Keelung on May 15th for this port, and is due here on May 17th, daylight.  
 The s.s. *Burghat* (Blue Funnel) left Port Said on May 12th for Boston and New York.  
 The s.s. *Priant* (Blue Funnel) left Port Said on May 13th for Liverpool.  
 The s.s. *Agamemnon* (Blue Funnel) arrived at Boston on May 15th.

## VESSELS EXPECTED

*Abi Maru* (N.Y.K.), due May 25th.  
*Angers* (M.M.), due May 22nd.  
*Aluta Maru* (N.Y.K.), due June 9th.  
*Aya Maru* (N.Y.K.), due May 16th.  
*Bengal Maru* (N.Y.K.), due to-day.  
*Diomed* (Blue Funnel), due May 28th.  
*Empress of Canada*, due May 30th, 3 p.m.  
*Eurylochus* (Blue Funnel), due May 18th.  
*Katori Maru* (N.Y.K.), due June 16th.  
*Katori Maru* (N.Y.K.), due May 21st.  
*Mitsunaka Maru* (N.Y.K.), due May 27th.  
*Myrmidon* (Blue Funnel), due May 18th.  
*Rheus* (Blue Funnel), due June 6th.  
*Thetis Maru* (N.Y.K.), due May 29th.  
*Telesius* (Blue Funnel), due May 31st.

## WEATHER REPORT

May 16th at 10.45.—Pressure has increased moderately to slightly in all districts. The existence of a typhoon indicated by the Formosa 6 a.m. observations yesterday was not confirmed by subsequent observations.  
 The Eastern Sea depression has moved eastward.  
 A shallow depression is still shown over Indo-China.  
 Hongkong rainfall for the 24 hours ending at 10 a.m., 16th May, 0.0 inch. Total since January 1st, 10.41 inches, against an average of 15.66 inches.  
 The forecast for the 24 hours ending at noon, 17th May, is as follows:—  
 District Forecast  
 Hongkong to Gap Rock: cloudy, some rain later.  
 Formosa Channel: N.E. winds, fresh.

South coast of China between (The same as Hongkong and Lamocka) No. 1  
 South coast of China between (The same as Hongkong and Haian) No. 1

## HONGKONG METEOROLOGICAL REPORT

Hongkong Observatory, May 16th.  
 Previous Day at 3 p.m. at 8 a.m. at 3 p.m.  
 Barometer 29.73 29.78 29.83  
 Temperature 83 77 77  
 Humidity 75 84 78  
 Wind Direction E N E  
 Force 3 3 5  
 Weather Partly cloudy  
 Rain 0.00 0.00 0.00  
 Highest open-air temperature on 16th 93  
 Lowest open-air temperature on 16th 77

## HONGKONG TIDE TABLE

From May 17th to 23rd, 1923.

Days of Week	Days of Month	High Water		Low Water	
		H.K. Standard Time	Height	H.K. Standard Time	Height
Thur.	17	9 28	7 0	3 33	2 8
Fri.	18	11 9	4 5	4 57	1 2
Sat.	19	11 54	4 4	5 37	1 1
Sun.	20	10 26	7 1	4 23	3 3
Mon.	21	10 06	4 3	4 43	3 4
Tue.	22	11 6	7 0	7 10	1 3
Wed.	23	11 12	4 0	6 29	3 6
Thur.	24	11 55	6 7	8 6	1 4
Fri.	25	11 39	4 0	8 10	3 8
Sat.	26	10 54	6 4	9 9	1 6
Sun.	27	10 43	4 3	7 21	4 0
Mon.	28	11 3	6 0	1 14	1 7



## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

Empress Asia	May 17	June 4	Montcalm	June 1	June 8
Empress Canada	June 2	June 18	Empress Scotland	June 9	June 15
Empress Russia	June 14	July 2	Empress France	June 23	June 29
Empress Australia	June 29	July 18	Empress Scotland	July 7	July 14
Empress Asia	July 12	July 30	Montcalm	July 27	Aug. 3
			Empress Scotland	Aug. 4	Aug. 10

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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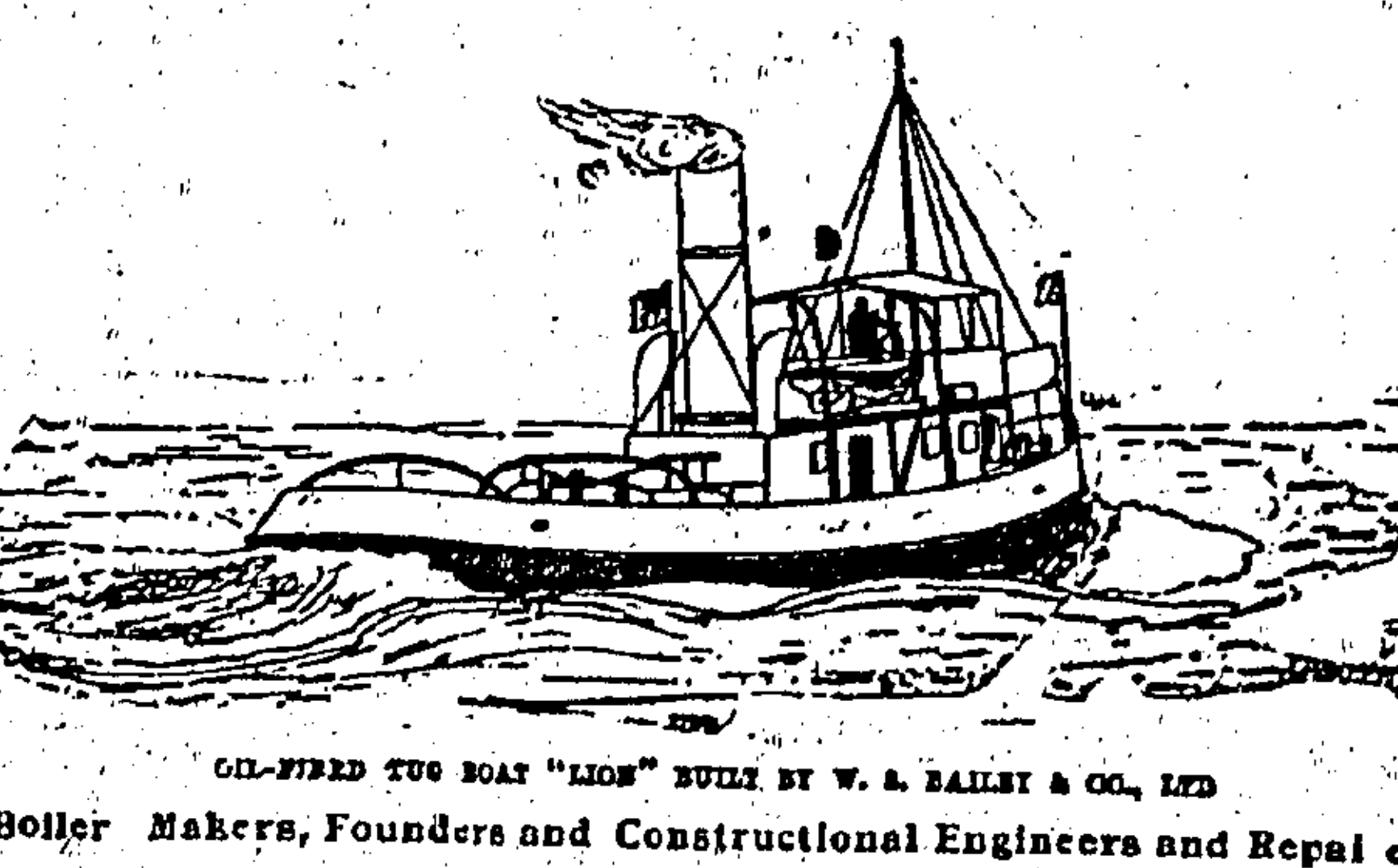
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NEW YORK & PANAMA	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On
NEW YORK & BOSTON	Eastern Prince	Brit.	Princo Line	About 13th May
BOSTON & NEW YORK via Suez	City of Birmingham	Brit.	The Bank Line Limited	On 25th May
SAN FRANCISCO, etc.	Doylesstown	Am.	Strathers & Barry	On 28th May
VICTORIA & VANCOUVER via S'hal, J. Port	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 17th May
VICTORIA, SEATTLE & VANCOUVER via S'hal, J. Port	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 19th May
VICTORIA, SEATTLE & VANCOUVER via S'hal, J. Port	Africa Maru	Jap.	Ozaka Shosen Kaisha	On 19th May
VANCOUVER via SHANGHAI & JAPAN, etc.	Asahika	Brit.	Butterfield & Swire	On 18th June
MARSEILLES, LONDON & ANTWERP	Express Canada	Brit.	Canadian Pacific O. S. Ltd.	On 2nd June
MARSEILLES, etc.	Nynax	Brit.	P. & O. S. L. & A. L.	On 30th May
MARSEILLES, etc.	Aggers	Brit.	Messageries Maritimes	On 25th June
MARSEILLES, etc.	Amboise	Brit.	Messageries Maritimes	On 29th May
MARSEILLES, LONDON, ANTWERP via SINGAPORE, etc.	Cordillere	Brit.	Messageries Maritimes	On 11th June
MARSEILLES, LONDON, ANTWERP & HAMBURG	Kitano Maru	Jap.	Nippon Yusen Kaisha	On 23rd May
MARSEILLES, GENOA, LIVERPOOL & GLASGOW	City of Tokyo	Brit.	The Bank Line Ltd.	On 5th June
LONDON, ROTTERDAM & DUNKIRK	Meriones	Brit.	Butterfield & Swire	On 30th May
LONDON, HAMBURG, ROTTERDAM & ANTWERP	Glacius	Brit.	Butterfield & Swire	On 30th May
GENOA, LONDON, ROTTERDAM & HAMBURG	Amur Maru	Jap.	Ozaka Shosen Kaisha	On 14th June
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Glennloch	Brit.	Jachno, Matheson & Co. Ltd.	On 25th May
ANTWERP, ROTTERDAM & HAMBURG	Oostkerk	Dut.	Java-China-Japan-Lijn	On 23rd May
HAVRE, ANTWERP & DUNKIRK	Abt von Bayer	Ger.	Reuter & Neumann & Co.	About 6th June
HAVRE, ANTWERP & DUNKIRK	Melham	Fre.	Messageries Maritimes	About 23rd May
BOMBAY via SINGAPORE, COLOMBO	Lt. St. Loubert-Die	Fre.	Messageries Maritimes	On
SINGAPORE, COLOMBO & BOMBAY	Akita Maru	Jap.	Nippon Yusen Kaisha	On
SINGAPORE, COLOMBO & BOMBAY	Hwang	Brit.	Jardine, Matheson & Co. Ltd.	On 30th May, 3 p.m.
SINGAPORE, COLOMBO & BOMBAY	Soufan	Brit.	P. & O. S. L. & A. L.	On 6th June
SINGAPORE & BELAWAN-DELLI	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 24th May
BRINDISI, VENICE & TRIESTE	Nippon	Brit.	Butterfield & Swire	On 4th June
HUIHOW via SINGAPORE	Chinbaa	Brit.	Butterfield & Swire	On 17th May, 11 a.m.
HAIPHONG via HAIKOW & PAKHOI	Saia Maru	Jap.	Yamashita Kisen Kaisha	About 17th May
KEELUNG via SWATOW & AMOY	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About 17th May
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co. Ltd.	On 28th May, 2 p.m.
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 28th May
AUSTRALIAN PORTS	Eastern	Brit.	P. & O. S. L. & A. L.	On 2nd June
SHANGHAI via SWATOW	Changsha	Brit.	Butterfield & Swire	On 27th May, 4 p.m.
SHANGHAI, KOREA & YOKOHAMA	Tongshing	Brit.	Jardine, Matheson & Co. Ltd.	On 24th May, Noon
SHANGHAI & JAPAN	Nippon	Brit.	P. & O. S. L. & A. L.	On 20th May, 10 a.m.
SHANGHAI & TIENTSIN	Yingchow	Brit.	Butterfield & Swire	On 19th May, Noon
SHANGHAI, YOKOHAMA & KOREA	Finale-L	Brit.	Doddwell & Co. Ltd.	About 31st May
SHANGHAI & DALNY	Tijmanok	Dut.	Java-China-Japan-Lijn	About 17th May
JAPAN PORTS	Atlas Maru	Jap.	Ozaka Shosen Kaisha	On 28th May
TIENTSIN	Chongshing	Dut.	Jardine, Matheson & Co. Ltd.	On 18th May, Noon
BILTON & BATAVIA	Tijsondair	Dut.	Java-China-Japan-Lijn	On 24th May, Noon
CALCUTTA, SINGAPORE & RANGOON	Honolulu Maru	Jap.	Ozaka Shosen Kaisha	On 6th June
RANGOON via SWATOW	Hopang	Brit.	Jardine, Matheson & Co. Ltd.	On 24th May, Noon
SWATOW & BANGKOK	Butterfield & Swire	Brit.	Butterfield & Swire	On 24th May, Noon
SWATOW, AMOY & FOOCHEW	Douglas Laprak & Co.	Brit.	Douglas Laprak & Co.	On 25th May, 1 p.m.
SWATOW, AMOY & FOOCHEW	Haifong	Brit.	Congias Laprak & Co.	On 23rd May, 12 Noon
MANILA	Musang	Brit.	Jardine, Matheson & Co. Ltd.	On 18th May, 3 p.m.
MANILA & SINGAPORE	Munsa	Am.	Struthers & Barry	On 18th May

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IYO MARU (calling Keelung) ... Saturday, 19th May.

SEIZUOKA MARU ... Monday, 21st May.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KITANO MARU ... Wednesday, 23rd May.

HAMBURG via LONDON & ROTTERDAM.

DAKAR MARU ... due 1st half June.

LIVERPOOL via MARSEILLES & VALENCIA.

TATSUNO MARU ... due 2nd half June.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Saturday, 26th May.

TANGO MARU ... Wednesday, 20th June.

NEW YORK & BOSTON via PANAMA.

BURNOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

KAWACHI MARU ... Middle June.

BOMBAY via Singapore and Colombo.

OALOUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Monday, 21st May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 17th May.

SHANGHAI, KOBE & YOKOHAMA.

KATORI MARU ... Tuesday, 22nd May.

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## NOTICE

CONSIGNEES of Cargo from MARSEILLES, etc., and also Cargo ex COMMISSAIRE RAMEL from COONAC HAVRE, etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
 Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.  
 Bills of Lading will be countersigned by the Undersecretary. Goods remaining unclaimed after the 18th instant, at Noon, will be subject to rent and landing charges.  
 All claims must be sent in to me on or before the 22nd inst., 1923, or they will not be recognized.  
 All damaged packages will be examined on Friday, the 18th inst., at 10 a.m., by Messrs. Goddard & Douglas.  
 No Fire Insurance has been effected.  
 R. RODENFUSER, Acting Agent.

Hongkong, 13th May, 1923. d/840

## VISITORS AT HOTELS

## HONGKONG HOTEL.

Mr & Mrs W. N. C. Allen  
 Mr J. W. Andrews  
 Major S. E. L.  
 Mr A. Berton  
 Mr & Mrs Jack Behar  
 Mrs E. B. Bellous  
 Mr & Mrs Deas  
 Mr & Mrs G. H. Benwell  
 Mr R. J. Birbeck  
 Mrs E. Blackburn  
 Mr E. W. Broadwith  
 Miss Augusta Brune  
 Miss A. Bruna  
 Mr H. E. Buchler  
 Mr S. J. Burn  
 Mr M. Carlo  
 Mr F. M. Crawford  
 Mrs Crocker  
 Mr N. Croucher  
 Mr W. E. Dailey  
 Miss Elizabeth  
 Mr K. Eisner  
 Mr J. E. England  
 Mr H. Faux  
 Mr C. J. Ferguson  
 Mr P. I. Filmer  
 Capt. H. S. Garwood  
 Mr R. R. Gibson  
 Mrs J. Gray  
 Mr C. R. Groves  
 Mr & Mrs Green  
 Mr & Mrs Green  
 Rev. Fr. Grogan  
 Mr R. Hall  
 Capt. T. C. Hall  
 Mr & Mrs W. A.  
 Mr John Scott Harston  
 Mr & Mrs Ireland  
 Mrs A. Ireson  
 Mr J. M. de Jong  
 Miss I. Kepan  
 Mr & Mrs A. Barrett  
 Mr & Mrs B. B. Bos  
 Mr & Mrs A. Broad  
 Mr E. Burrows  
 Mr Clapp  
 Mr & Mrs A. H.  
 Mr S. Crippson  
 Mrs P. M. Davis  
 Mr & Mrs Gray  
 Miss Harbortson  
 Mr A. Laughlin  
 Mr & Mrs E. J. Loeb  
 Mr G. H. Lycock  
 Mr C. B. Powrie  
 Mr & Mrs H. G.  
 Storer & 3 ch.  
 Mr & Mrs L. R. Waller  
 Mr & Mrs W. J. Webber



**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; "CONTINENT SERVICE."

## OUTWARDS.

A. "CITY OF MANCHESTER" 9th June ... Shanghai, Kobe &amp; Yokohama.

## HOMEWARDS.

A. "CITY OF TOKIO" 5th June ... Marseilles, London &amp; Hamburg.

## PASSENGER SERVICE.

A. "CITY OF TOKIO" 5th June ... Marseilles, London, A.werp. &amp; Hamburg.

A. "CITY OF MANCHESTER" 2nd half July ... Marseilles, London &amp; Hamburg.

"CITY OF TOKIO." "C" Class Steamer. — Fare: Hongkong-London ... £15.0.0

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 780)

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

## Sailings from Hongkong.

A. "CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.  
 A. "OANPA" ... via Suez Canal ... 5th June.  
 A. "CITY OF PITTSBURG" ... via Suez Canal ... 15th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M.**

## MESSAGERIES MARITIMES

## SERVICES CONTRACTUELS

**M.**

Mail Steamers.	Next Sailings from Marseilles.	From Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE ...	...	...	28th May.
CORAILLENE ...	...	...	11th June.
ANGERS ...	20th April	22nd May	29th June.
CHILLI ...	4th May	5th June	8th July.
FORTHOS ...	18th May	19th June	22nd July.
ANGOR ...	1st June	3rd July	6th Aug.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... £ 55. 0s. 0d. B Class (1st Class) ... £ 30. 0s. 0d.  
 STEAMERS (2nd) ... £ 28. 0s. 0d. STEAMERS (2nd) ... £ 22. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

## LIGNE COMMERCIALES (Cargo Boats).

A. "MEINAM" loading for HAVRE, ANTWERP &amp; DUNKIRK, about 28th May.

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine

FOR

## SWATOW, AMOY &amp; FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIPHONG ... Capt. W. C. Pasmore ... Friday, 18th May, at 1 p.m.  
 HAIPHONG ... Capt. Ellis Walker ... Tuesday, 22nd May, at 12 Noon  
 HAIPHONG ... Capt. J. S. Thomson ... Friday, 25th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.,

General Managers.

## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE &amp; FIRE INSURANCE CO.

THE OSAKA MARINE &amp; FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India**  
**Apcar and**  
**Eastern & Australian**  
**Lines**

COMPANIES Incorporated in ENGLAND

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
 MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"ALFPORE"	5,373	29th May, Noon	Singapore, Penang & Bombay.
"RYANZA"	1,000	30th May	Marseilles, London & Antwerp.
"LAHORE"	5,552	4th June	Singapore, Colombo & Bombay.
"SUDAN"	6,700	6th June	Singapore, Penang, Colombo & Bombay.
"TEVPORE"	5,318	12th June	do.
"SARDINIA"	6,580	13th June	Marseilles, London & Antwerp.
"DELTA"	6,097	17th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,313	23rd June	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,241	11th July	Bombay, Marseilles, London & Antwerp.
"DEVANHA"	6,092	25th July	Marseilles, London & Antwerp.
"SUDAN"	6,586	26th July	Singapore, Penang, Colombo & Bombay.
"KEITH"	9,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KASHMIR"	8,241	21st Aug.	Marseilles, London & Antwerp.
"MACDONALD"	10,512	3rd Sept.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	9,016	19th Sept.	Marseilles, London & Antwerp.
"MANTUA"	10,502	3rd Oct.	Bombay, Marseilles, London & Antwerp.

## BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	13th June	Calcutta via Singapore & Penang
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	2nd June	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
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Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)  
 The P. & O. Royal Mail Service of Steamers to London via the Cape  
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

## SAILING TO SHANGHAI &amp; JAPAN

"CHAKRATA"	5,682	18th May, 6 a.m.	Moji & Kobe.
"DELTA"	6,700	20th May, 10 a.m.	Shanghai, Moji, Kobe & Yokohama.
"JANUS"	4,824	22nd May	Japan.
"SUDAN"	6,586	24th May	Shanghai only.
"DEVANHA"	6,092	3rd June	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First-class Passengers may travel by P. &amp; O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels weighing not more than 21 lb. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

## MACKINNON, MACKENZIE &amp; CO.

22, Des Voeux Road Central, HONGKONG. Agents.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "EASTERN PRINCE"	...	on or about 18th May.
S.S. "ROMAN PRINCE"	...	on or about 11th June.
S.S. "GAELIC PRINCE"	...	on or about 1st July.

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED,

Telephone: Central 8168

Telegrams (Far East)

(Incorporated in Great Britain)

St. George's Building

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**O. S. K.**

## SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"AMIE MARU" (Calling at Marseilles) ... Thursday, 14th June

RIO DE JANEIRO, SANTO, &amp; BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown—Passenger Service.

"PANAMA MARU" ... Friday, 1st June

HOMBAY—fortnightly service via Singapore and Colombo.

"SUMATRA MARU" (calling at Penang) ... Monday, 21st May

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly Passenger Service

"ALTAI MARU" ... Tuesday, 5th June

CALCUTTA—Monthly Service via Singapore and Rangoon

"HONOLULU MARU" ... Friday, 1st June

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. &amp; CANADA—Passenger Service.

"HAWAII MARU" (calling at Dairen) ... Monday, 4th June

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.

"HAMBURG MARU" ... Saturday, 7th July

JAPAN PORTS—Shanghai, Dairen, Kobe &amp; Yokohama.

"ALTAI MARU" (Direct Moji) ... Monday, 28th May

KEELUNG, SWATOW &amp; AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAJIC MARU" ... Wednesday, 6th June

"AKA MARU" ... Every Sunday, Noon

TAKAO via SWATOW &amp; AMOY. ... Thursday, 24th May

For sailing dates and further particulars please apply to: E. SHIMA, Manager

Tel. Central No. 480.

**C. N. C.**  
**CHINA NAVIGATION CO., LTD.**

## SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
HOIHOW & SINGAPORE	"CHINEHUA"	On 17th May, 11 a.m.
SWATOW & SHANGHAI	"SUICHANG"	On 17th May, Noon.
SWATOW, AMOY & SHANGHAI	"KUNGHOW"	On 18th May, 4 p.m.
SHANGHAI & TSINGTAO	"YINGHONG"	On 18th May, 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 20th May, Noon.
AMOY & SHANGHAI	"SZECHUEN"	On 22nd May, D.L.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 22nd May, 11 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 22nd May, Noon.
MANILA	"TAMING"	On 22nd May, 4 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 24th May, Noon.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 26th May, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Peking), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wootung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE  
 Telephone Central 38.  
 Agents  
 JAMES & BARRIE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE John Swire & Sons, Ltd.

## AUSTRALIAN ORIENTAL LINE

HONGKONG, PHILIPPINES AND AUSTRALIAN PORTS.

## SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Samsal, & Am. Ports.
"CHANGSHA"	31st May	27th May, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE  
 Telephone Central No. 38.  
 Agents  
 JAMES & BARRIE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE John Swire & Sons, Ltd.

## STROTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO  
FROM HONGKONG BY DIRECT ROUTE.

S.S. "Doylostown"	...	Due Hongkong 28th May.
U.S.S.B. "Morse"	...	Leave Hongkong 28th May.
	...	Due Hongkong 24th June.
	...	Leave Hongkong 25th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPOINTS.

## TO MANILA SAIGON AND SINGAPORE.

U.S.S.B. "Morse"	...	Due Hongkong 17th May.
	...	Leave Hongkong 18th May.
U.S.S.B. "West Ivan"	...	Due Hongkong 10th June.
	...	Leave Hongkong 11th June.

\*Omika Saigon.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

## STROTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building,

Phone Central No. 8008.

U. P. BRADFORD, Res. Agent.

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## DODWELL &amp; CO., LIMITED

## REGULAR SAILINGS TO NEW YORK &amp; BOSTON

## For NEW YORK &amp; BOSTON via SUEZ

S.S. "KENDAL CASTLE"	...	sailing on or about 2nd June.
S.S. "WEAY CASTLE"	...	sailing on or about 8th July.

## LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

FUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

## FOR BRINDISI, VENICE &amp; TRIESTE

S.S. "NIIPPON"	...	sailing on or about 7th June.
S.S. "FIUME-L"	...	sailing on or about 25th June.

## FOR SHANGHAI, YOKOHAMA &amp; KOBE.

S.S. "FIUME-L" 1-2	...	sailing on or about 31st May.
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Passengers Luggage can be insured at the Office of the Agents.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA"	...	sailing on or about 31st May.
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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

## DODWELL &amp; CO., LIMITED.

Agents.

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